

Senior Suárez resigns as Prime Minister of Spain

Senior Adolfo Suárez, Prime Minister of Spain for the past four and a half years, resigned yesterday in the face of growing opposition from right-wing factions within his own party. His critics had alleged that his style of government had recently become increasingly indecisive.

Forced out by rebels in his own party

From Richard Wigg
Madrid, Jan 29
Senior Adolfo Suárez, Spain's Prime Minister for the past four and a half years, resigned yesterday in the face of mounting opposition from within his own party.

His resignation had earlier been tendered to King Juan Carlos, who under the 1978 constitution will propose a successor to Parliament after party consultations.

Senior Suárez, who is 48 and has led his country through the difficult transition period since the death of General Franco to parliamentary democracy, was said to have faced a conference of his party, the Centre Democrat Union (CDU), at which he was to have announced a new government.

The conference, only the second in the history of the CDU, which is a loose coalition of forces Senior Suárez formed and his own personality and subsequently led to victory in a general election in 1977, was to have been held in Majorca. But Senior Suárez postponed the conference because of a national air traffic controllers' strike.

It had been thought here, however, that Senior Suárez had decided upon this industrial strike in order to postpone a confrontation with his party critics.

These critics alleged that the Prime Minister's once successful image had been badly damaged in the public eye because of an indecisive and ineffective style of governing over the last two years. They also felt that a party already without a majority in the Cortes (Parliament) would lose the next general election, scheduled for 1983, probably to the Socialist Party.

After a meeting of the CDU national executive, Senior Suárez resigned from the party. As his opponents do not muster a majority in the parliamentary party there was speculation this evening that Senior Suárez would resign as Prime Minister.

The first Deputy Prime Minister is General Manuel Fraga Iribarne, and as a military man has few political prospects.

Speaking on television tonight, Senior Suárez denounced what he called systematic personal attacks on figures in high office, evidently referring to critics in his own party. He appealed to the nation to

Thatcher call to widen US-Europe cooperation

By Fred Emery
Political Editor

Increased cooperation "outside Europe" must figure prominently in United States-European thinking, Margaret Thatcher said last night.

In a speech to the annual Pilgrims' dinner, emphasizing the need for the Atlantic alliance to become "still more purposeful and resolute", the Prime Minister did not expand on the future cooperation beyond Europe. But the recent examples she chose to give of European contributions, while mentioning their "trade, their aid, and their long experience" were, in the main, military.

The British were playing "a vital part" in the formation of the Zimbabwean Army. France had "responded to requests" from a number of African states for a euphemism for sending in troops. And Britain and France had joined with the United States Navy to ensure freedom of passage through the Straits of Hormuz.

In speaking of the West's overriding interest in "promoting a peaceful evolution in the Third World and in repulsing Soviet efforts to increase their influence", Mrs Thatcher came to the joint diplomatic effort in seeking "internationally recognized independence" for Namibia, in which Britain, France and West Germany have joined the United States and Canada.

The speech, the first of three the Prime Minister is making over the next month to identify Britain's eagerness to help President Reagan revitalize the alliance, was noticeably tough and enthusiastic. "We need to say more clearly: 'We are with you'", she said to the Americans.

"Of course we remain ready to respond to evidence of a real Soviet interest in genuine détente. But at present I see none."

President Reagan and his administration have understood the challenge and the need for leadership. They are responding. We, in turn, must show that we understand the challenge.

Mrs Thatcher offered three steps to revitalization. The first was to stand by the United States. "Seabrooks for them are seabrooks for us," she said. "We must offer greater recognition of the extent of the American effort which guarantees our freedom."

Second, Europe must make sure it was doing all it could in its own defence.

Third, both the United States and Europe must ensure that policy coordination arrangements were "kept in perfect working order", not, she noted, as when Afghanistan was invaded.

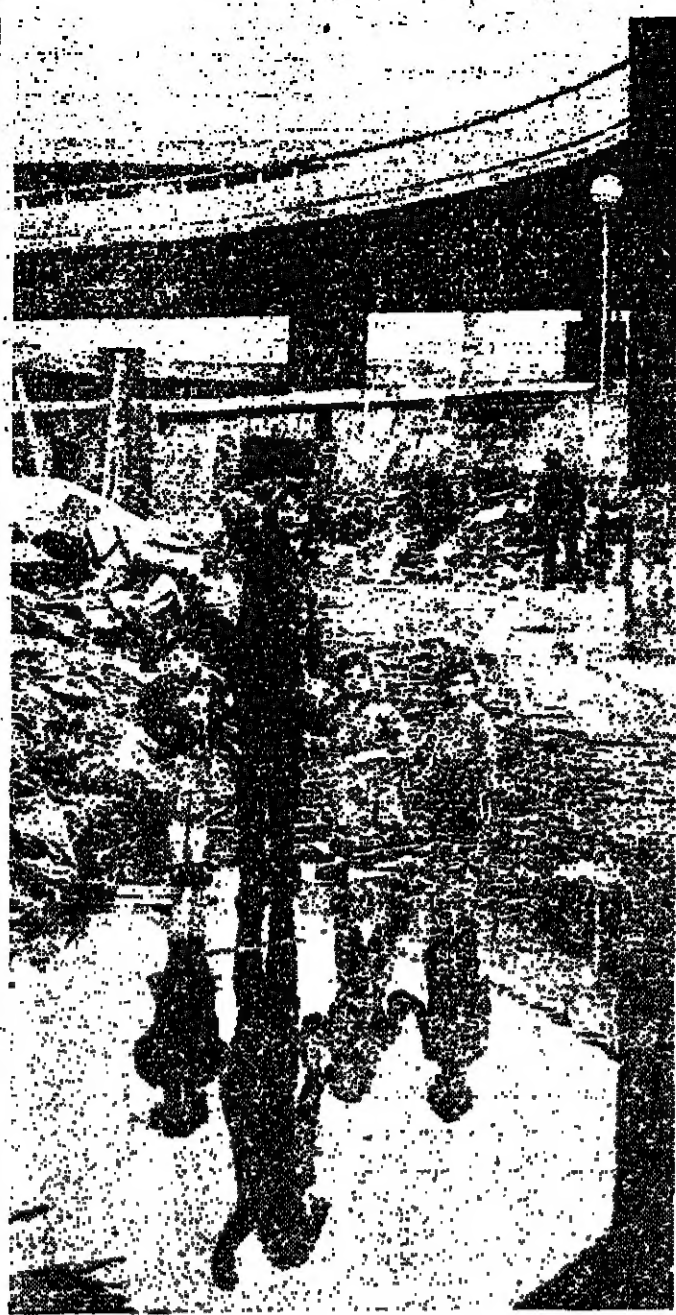
That lesson must be heeded, especially when the West watched events in and around Poland with anxiety.

Mrs Thatcher also went out of her way to assure Americans that Britain's membership of the EEC could not, and would not, weaken Anglo-American friendship. Nor would closer cooperation within the EEC threaten the links between the United States and other Europeans.

stronger, more self-confident Europe pursuing more coherent policies will produce a greater area of stability for democracy."

The second and third speeches in the Prime Minister's "trilogy" will be delivered in Washington and New York during her American visit from February 25-28.

Reagan press conference, page 6
Photograph, page 16



Children at the Westway gypsies' site in London over which protests are planned because of conditions there. Report, page 3.

Shadow Cabinet to seek reversal of leadership vote decision

By Michael Hatfield
Political Reporter

Mr Michael Foot, leader of the Labour Party, told Labour backbenchers last night that the Shadow Cabinet was determined to fight to reverse the special conference decision which gave trade unions a 40 per cent stake in electing the leader.

In a prepared statement, Mr Foot said that the Shadow Cabinet believed that the decision should be changed. It had agreed that a resolution to this effect should be presented to a meeting of the Parliamentary Labour Party at an early date.

The discussions he had heard in the parliamentary party and among trade unionists indicated that the outcome was "not regarded as satisfactory" for the future health of the party.

"I doubt whether the bulk of the trade unions want to have the large 40 per cent share which they have been accorded. Indeed the trade union vote, including those not cast last Saturday, reveal the possible truth of this claim. I doubt whether the bulk of constituency parties agree."

The outcome had been evidently and naturally objectionable to the parliamentary party and "it overturns the advice which we offered as a result of the votes cast at our parliamentary party meetings."

When he wound up the conference Mr Foot said he accepted the decision. He said: "I accept that vote, and I hope the whole party without

regard to the right, left or centre will accept the vote as well."

His latest statement was greeted without challenge and came at a time of desperation among many Labour backbenchers at the direction of the party, and of demands that there should be firmer leadership.

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Datsun British plant may get state to pay half its cost

By Peter Hill and Edward Townsend

Nissan, Japan's second largest motor corporation, will decide early in June where to establish its planned £300m car manufacturing plant in Britain. It will eventually employ nearly 4,500 workers.

The company has begun a feasibility study which should be completed in four months. As foreseen in *The Times*, the Government announced yesterday that it endorsed Nissan's proposals.

The announcement of the venture was made by Mr Norman Tebbit, newly-appointed Minister of State for Industry, only days after final government approval was given to inject a further £990m into British Leyland over the next two years.

If, as seems almost certain, the Japanese company, which makes Datsun vehicles, goes ahead with its plans to locate the new facility in one of the assisted areas of Britain, it will qualify for government financial incentives of up to a half of the initial cost.

Ministers anxious to attract prestige foreign investment to alleviate the growing unemployment caused by the rundown in traditional manufacturing regions, see in the Nissan plan an injection of positive hope into the beleaguered British motor industry and its suppliers.

Nissan plans an 800-acre site, more than double the size of B.L.'s Longbridge factory in Birmingham, which by 1986 could be producing 200,000 cars a year.

Competition for the location of the Japanese company's plant will be intense, with especially strong representations expected from South Wales, which has become the home for a number

of British subsidiaries of Japanese companies.

Its closeness to port and other communication facilities and its proximity to the large steel plants of Port Talbot and Llanwern, which provide the strip steel for the motor industry, will be seen as enhancing the region's chances.

The effects will be much more widespread. The Nissan venture could help to safeguard up to 30,000 jobs in component-supplying companies.

Mr Masataka Okuma, executive vice-president of Nissan's export and overseas operations, said at a London press conference last night that initially British companies would be supplying 60 per cent of the value of materials and components, rising to 80 per cent by 1986.

Mr Tebbit's statement received a generally favourable reaction from M.P.s. That reaction was mirrored in large measure by Sir Bernard Scott, president of the Society of Motor Manufacturers and Traders.

He said: "Whatever the detail of any proposed arrangement, its main objective must be to decrease imports and increase exports of both vehicles and components, and thus safeguard employment."

"Provided some major requirements are met, Nissan's investment is to be welcomed, particularly bearing in mind that we are Britain to block such investment, it is highly likely that it will be made in another EEC country."

Sir Bernard, who next week will be meeting his society's Japanese counterparts in Lisbon to discuss informally the consequences of existing voluntary restraints on Japanese car manufacturers to Britain, said that

Continued on page 2, col 4

Ecuador and Peru in clash after oil find

Quito, Jan 29.—Ecuador was on a war footing today after incidents on its frontier with Peru in which each side accused the other of aggression. Both countries mobilized their troops.

Hospitals in Quito were evacuated to make room for wounded troops after clashes at the border post of Paquissha, in which two Peruvian helicopters are reported to have been shot down. Another border incident occurred last week.

The heightened tension was thought to be linked with the discovery of oil by both countries in Amazonian forest land.

Diplomatic sources here said that Ecuador had sent large reinforcements to its southern border, where an armed brigade equipped with French-produced AMX 13 tanks was already deployed.

The permanent council of the Organization of American States in Washington today called on both Peru and Ecuador to create a commission to investigate the border clashes.

Peru's austerity, page 6

Ticker-tape welcome suffers from technology

From Michael Leapman
New York, Jan 29

New York's distinctive way of honouring national heroes is to have them drive up Broadway and then their motorcade paper all over them. Tomorrow more than 20 of the 52 former hostages in Iran will submit themselves to that bizarre custom.

Yet the ticker-tape parade, which evolved in the 1920s, is becoming harder and harder to stage because of the influx of new technology in the financial district.

More than 100 miles of yellow and white tape has had to be ordered for the parade from a firm in Connecticut because it is now a rare commodity in commercial houses.

The old "tickers"—machines which would print stock prices and other financial news on rolls of paper—have been replaced by screen terminals on which the information is flashed. To hurl a video screen from the high windows of a skyscraper would be somewhat dangerous and extravagant.

In recent parades, office workers have thrown file cards, lavatory paper and confetti to make up for the shortage of ticker-tape. But the cards fall to the ground too fast and modern lavatory paper is too light to be seen. The parade drifts down from the building at a steady but modest pace, before enveloping the convoy of motor cars. Ticker tape does this ideally.

The new architecture is as unhelpful as modern technology. Many new office towers are completely airconditioned and their windows cannot be opened. Waving rolls of paper behind plate glass is not at all the same thing.

The first large ticker-tape parade was for Charles Lindbergh, the flying hero, in 1927. Since then there have been 25, their size gauged by the weight of the rubbish collected by the street cleaners afterwards.

By far the messiest of the parades was in 1945, celebrating the victory over Japan. This produced 5,438 tons of rubbish. Second was the one given for John Glenn, the astronaut, in 1961, with 3,474 tons.

When the New York Mets won the world series at baseball in 1969, they provoked 1,355 tons of rubbish, while the city's other baseball team, the Yankees, could muster only 335 tons in 1976—victims of the new technology.

The most recent ticker-tape parade was for the Pope in 1979. He inspired only 43 tons. Not everyone here is enthusiastic about tomorrow's parade, which will run from the southern tip of Manhattan to City Hall. The *New York Times*, in a sniffy leading article yesterday, said the idea was "redundant" and that the former hostages should now be allowed to go home quietly with their families.

Yet nobody forced any of the heroes to accept the invitation of Mr Edward Koch, the Mayor of New York, and more than 20 have done so. Apart from the parade, they are being given a free luncheon at the Waldorf Astoria Hotel, free tickets to Broadway shows, free meals, and numerous gifts from local businessmen.

Moscow explains, page 6

Redundancy und to get cash boost

By Paul Routledge
Labour Editor

The unemployment crisis has prompted the Government to introduce emergency legislation to forestall bankruptcy in the firm's redundancy payments and to increase the limit on the amount of redundancy payments to £40m to a sum up to four times that figure.

Legislation has been introduced over the past few months to cope with the impact of rising unemployment and those cases have coincided with crisis in the fund.

On present patterns, the Government spends £20m a month on redundancy payments. The legislation being tabled today envisages continuation of compensation payments to redundant workers on a scale that is at least twice the Government's current level.

A political dispute is expected over the scale of the Government's involvement in redundancy spending and the sudden shift appearing in the fund about M.P.s last night were king how to reconcile the surplus of £102m recorded by the fund last year with the likely outflow of many millions of pounds this year.

Three options were available to the Government. The first would involve an increase in employers' national insurance contributions and the second would mean a reduction in the rebate payable to companies responsible for paying redundancy payments.

The third would be to increase the fund's borrowing limit and that is the option that presently has been chosen.

96 men resume 'dirty' protest

Any remaining hopes of an early settlement of the rock issue in Northern Ireland were destroyed when the 96 Republican prisoners in the Maze prison who smashed furniture in their cells on Tuesday resumed their "dirty" protest. They had been moved to unfurnished cells after their action on Tuesday.

The Northern Ireland Office is waiting to see if the men will stage a new hunger strike, as they apparently have threatened to do over conditions at the prison.

Yamani call to West
The West will have to "correct the damage done so far" in the Middle East, Shaikh Zaki Yamani, the Saudi Arabian Oil Minister, said. The Saudis hoped that the West would "do what is needed in order to bring about a peaceful settlement in the area," he said.

Airfix owes £15m
Airfix Industries, makers of Dinky Toys and Meccano, has collapsed owing £15m to bank creditors. A scheme for financial reconstruction was rejected by the 15 banks, led by the National Westminster, which is owed £8m. Receivers have been called in.

Leader page, 15
Letters: On the Labour Party, from Mr Bruno de Hamel, and from Mr Richard Dobson, new MP for South Devon, and from Mr Anthony Lewis, and others.

Leading articles: Datsun in Britain, pages 8, 14
The way Labour can fight back, by Geoffrey Smith; Peter Bottomley on putting the family first, Sports, pages 10, 11
Athletics: Gold medals warning on professionalism; Football: Gerry

Home News 2-4
European News 4
Overseas News 6
Appointments 16, 21
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Book review 12

Big cuts expected for higher education

Confidential Government plans for further limits on local authority spending on education over the next three years envisage big cuts in higher education in the maintained sector, but there will be little change in teacher numbers beyond those already planned.

Mr Waring to retire
Mr Eddie Waring, the BBC rugby league commentator, is to retire. He began his television commentary on the sport in 1953, on the international between Great Britain and New Zealand. Mr Waring is to continue as the BBC's rugby league adviser with priority in helping to find his successor.

Sickness benefit: Commons committee and Mr Patrick Jenkin in clash over government proposals to transfer responsibility from national insurance to employers.

France: Two men are sentenced to death for murder, bringing to six the number waiting to learn their fate.

Travel in America: An eight-page Special Report describes places to see, things to do, ways to go.

Classified advertisements: Personal, pages 24, 26; Appointments, 24; Car buyers' guide, 24; Property, 11

Obituary, page 16
Miss Isobel Elsom, Mr C. V. Dayle, Mr George Skibine
Business News, pages 17-23
Stock markets: Hopes of an M.L.R. cut gave a strong boost to gilts. Equities also rallied and the FT Index closed up 3.7 points at 463.1.
Financial Editor: The banks and industry; recapitalisation inevitable at Airfix.
Business features: Peter Hill and Edward Townsend examine the Nissan Datsun plan for a car plant in Britain.

Guerrilla bases in Lebanon raided by Israeli planes

From Moshe Brilliant
Tel Aviv, Jan 29

Israeli aircraft attacked Palestinian guerrilla concentrations in southern Lebanon today, after a raid in the first raid across the border since December 31 when Syrian fighter aircraft unexpectedly took to the air against the Israeli attackers.

In that case, two MIG 21 interceptors were shot down in air battles. The renewal of Israeli fighter strikes came after the shelling last night of Krayat Shimon, in Galilee, where seven Israelis including four children were injured. Several buildings in that town and in Metulha were destroyed.

The shells, Katyusha rockets, came from the area of Nabatona and Israeli artillery responded early today.

The Nabatona area was hit in the air raid. Other targets included bases south of Sidon, east of Tyre and south of the Zaharani estuary.

Military sources said these were bases of El Fatah Palestinian guerrillas and of the pro-Israeli Democratic Front for the Liberation of Palestine.

Syrian interceptors did not appear today, but the Israeli raiders encountered some anti-aircraft artillery fire. All aircraft returned safely after scoring "accurate hits," it was officially stated.

Postal workers return to work after walkout

By John Roper

Agreement was reached late last night in the unofficial dispute which led to a walkout by more than 1,000 post office workers at London's main line stations.

They return to work at 6 am today but because of the backlog of millions of letters and parcels delays will continue for several days, the Post Office said last night. First-class mail delivery should be back to normal in the early part of next week and second-class mail by the end of the week.

The station workers, members of the Union of Communications Workers, walked out on Saturday in sympathy with four men who were suspended at Euston after a dispute about overtime. After talks with union representatives the Post Office said that the management was satisfied with the terms of the agreement and would pay overtime when the work load justified it.

Postal services in Manchester continue to be seriously disrupted. Hundreds of workers walked out of the city's letter sorting office in support of an unofficial strike by 900 parcel workers.

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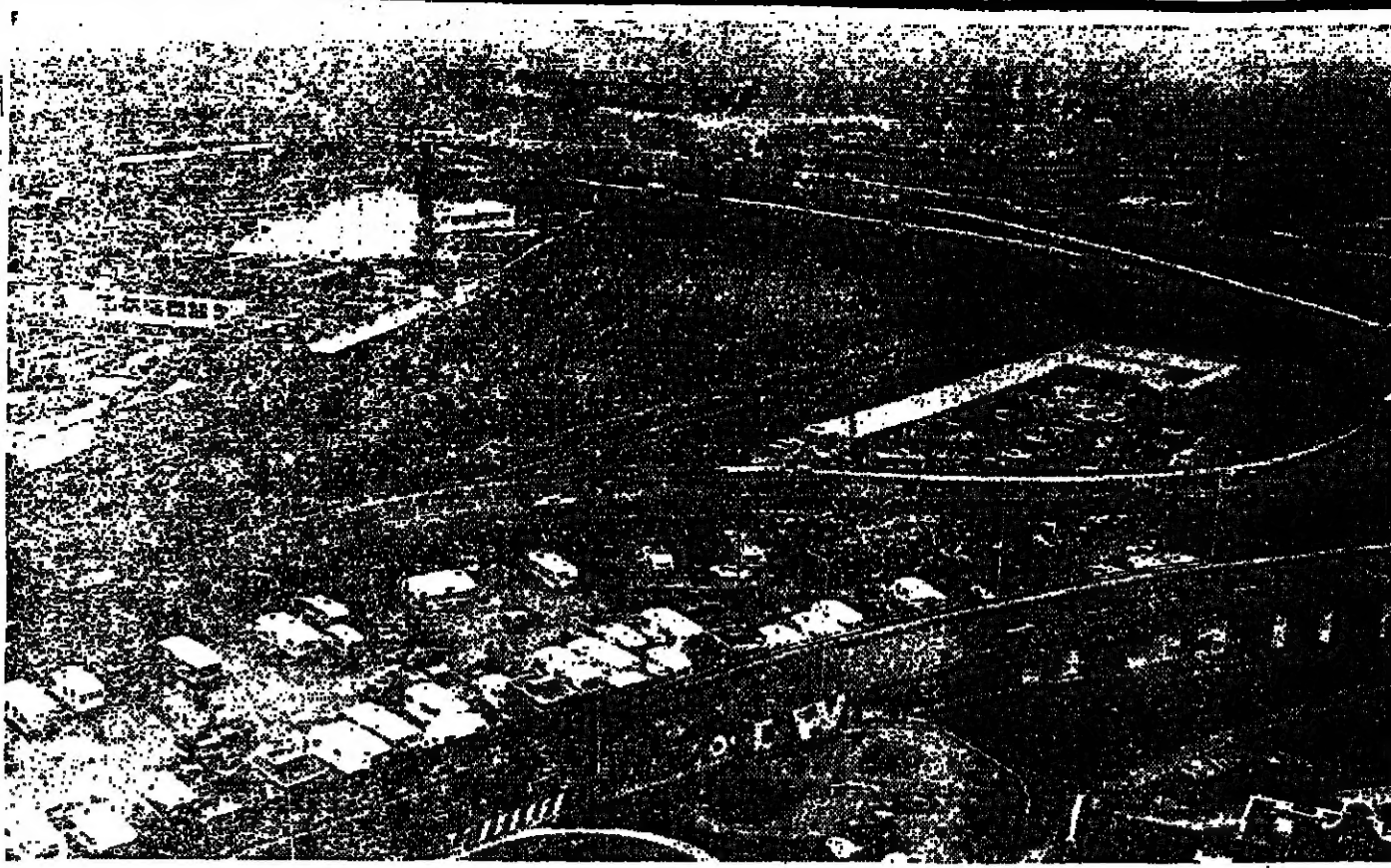
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HOME NEWS



Flyovers of the two motorway access roads sweep round the caravans of the Westway gypsies' site.

Caravans nestle between motorway access roads and rubbish tip

Health challenge over Westway gypsies' camp

By David Nicholson-Lord

Mrs Margaret Jones pointed through the window of her small, sprucey kept caravan yesterday to the spot where last November a lorry plummeted 40ft from the motorway access road overhead, demolishing a wall, killing its driver and narrowly missing her two nieces, aged eight and twelve.

"They were this far away from it," she said, holding her hands a foot apart. "They thought it was a bit of a giggle at first but they stopped laughing when they saw the driver carried away."

To Mrs Jones and fellow residents on the Westway gypsies' site, in North Kensington, London, the accident served as a final and damning illustration of the dangers to which they are exposed. The site, she says with a touch of sarcasm, is "unfit for human consumption."

Later this year that opinion is expected to be tested by two legal actions brought on the residents' behalf by staff at the North Kensington law centre. Both are being seen as providing important precedents for councils' siting and management of gypsy sites.

Staff at the centre plan to prosecute Hammersmith council which runs the site jointly with Kensington and Chelsea council, on public health grounds. They will ask the Department of the Environment to instruct the council to take action but failing that, they intend to launch what is believed to be the first action in the High Court to force the councils to discharge their statutory duties under the Caravan Sites Act, 1968.

Among matters such an action is likely to clarify is the definition of an adequate site. There is widespread resentment

among Britain's estimated 9,000 gypsy families about the location of sites next to graveyards, rubbish-tips and sewage farms," in the words of Mr James Mercer, one of two British representatives on the international Romany Committee.

The Westway site is described by Mr Mercer as among the worst he has seen. It is sandwiched between two raised motorway access roads and bordered by a car-breakers' yard, an illegal rubbish-tip and a railway line used by about 10 trains an hour during the day.

Tests have revealed blood-lead levels in children on the site as much as twice the normal and increasing with length of stay. There is "usually heavy" lead contamination in camp site dust, according to standards used by the Greater London Council.

Noise levels would qualify residents for double-glazing if they were council tenants, law centre staff say.

Residents also complain that rats regularly block drains and that council rubbish removal services are inadequate. Hammersmith council, while admitting that the site is far from ideal, blames a minority of the travellers for illegal tipping and says that the £40,000 annual cost of administering the site and the time taken is "absolutely disproportionate" to the numbers involved.

It is estimated that about three-quarters of Britain's gypsy families could not be accommodated in existing designated sites. Asked why she does not leave, Mrs Jones, a widow with 19 grandchildren, replies: "There is no room anywhere else."

Select committee and minister clash on sick pay proposals

By Pat Healy

Social Services Correspondent

Government proposals to transfer responsibility for sick pay from national insurance to employers were pronounced seriously defective yesterday by the Commons Select Committee on Social Services. Their report brought an immediate condemnation from Mr Patrick Jenkin, Secretary of State for Social Services.

The committee made it clear yesterday, both in their report and at a press conference in the Commons, that their doubts about the proposals, on which a Bill is imminent, were based on the details of the scheme rather than the basic principles.

Mrs Renée Short, chairman of the committee, said that there had not been time to consider whether the idea of transferring responsibility was sound.

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liamentary overview by select committee.

Mr Jenkin has now criticized three out of four of the committee's reports with varying degrees of hostility. He seriously questioned the committee's conclusions in its report on perinatal mortality about the number of avoidable deaths and children born handicapped, and strongly rejected its conclusion that the Government did not know the effects of its proposals to cut expenditure on social services and social security.

His antipathy towards the committee's reports, each of which has been unanimous, is bound to raise questions about the government response to select committee work.

Before she was aware of Mr Jenkin's response, Mrs Short stated that he should be grateful for the amount of work the committee had been able to do in the short time available. If their proposals were accepted, the committee would have saved him "an awful lot of odium and protest" from outside.

The committee spent about two months considering the government proposals to transfer responsibility for the first eight weeks of sickness to employers in return for reductions in their national insurance contributions. They took no direct evidence.

The committee concluded that the proposals had two main defects. They would place further burdens on employers, particularly small firms, without adequate compensation. They would involve greater losses for families than for single or childless couples, "a shift in public policy which is entirely in the wrong direction."

The report also questioned the administrative savings claimed by the Government, because they amounted to a transfer from the public to the private sector. The report called for effective monitoring of any real savings achieved.

The committee also recommended that if the scheme were to go ahead employers should be responsible for the first 28 weeks of sickness rather than the first eight.

Publication of the report brought an immediate demand from the National Federation of Self Employed and Small Businesses that the Government abandon its proposals.

The British Institute of Management last night welcomed the report and called on the Government to reconsider their "ill thought out proposals."

The Government's Proposals for Income During Initial Sickness, Commons Paper 113 (Stationery Office).

Leading article, page 15

Early action by Government on obscenity law ruled out

By Our Legal Correspondent

Mr William Whitelaw, the Home Secretary, has said that there is no possibility of government legislation in this parliamentary session on the recommendations of the Williams committee on obscenity and film censorship.

Speaking last week to members of the National Campaign for the Reform of the Obscene Publications Acts, he did not indicate what he thought about the report. The campaign has expressed its disappointment and concern that the Government has apparently "ducked the issue" for Home, is due in the Commons today.

that the sale of pornographic magazines, and the viewing of pornographic films, should be permitted only in strictly controlled circumstances which ensured that members of the public were not subjected to offensive displays.

It also called for the repeal of obscenity laws covering the printed word, and the abolition of the "arbitrary or literary merit" defence available under the present law.

The second reading of the private member's Bill aimed at making illegal public indecent displays, proposed by Mr Timothy Sainsbury, Conservative MP for Hove, is due in the Commons today.

Father tells of ban on 'Moonie' girls

The father of Judy and Jane Salter, who are members of the Unification Church (the Moonies) said yesterday that he had not allowed his daughters to spend a Christmas with the family in case they tempted two young relatives into the sect.

Mr Robert Salter, of Fairdene Road, Coulsdon, London, told Mr Justice Comyn and a jury in the High Court that he did not trust the two girls to join the family for Christmas in 1978. "We did not trust them to be in close contact with young people because they could influence them and get them into the Moonies," he said.

Mr Salter added that if his daughters were ill or in dire need, obviously they would be allowed home, but apart from that they were not.

He was giving evidence on the sixtieth day of the libel action by Mr Dennis Orme, United Kingdom leader of the Unification Church, against Associated Newspapers. Mr Orme claims he was libelled in a Daily Mail article in May, 1978, which alleged that the Moonies brain-washed converts and broke up families. Libel is denied.

The hearing continues today.



Monument to the poet of Langholm

From Ronald Faux

Edinburgh

Langholm, a small border town in Dumfriesshire, although cautious about handing accolades to local notables, is preparing to mark the memory of its most famous son, Hugh MacDiarmid, the poet, who was born and buried there.

The Scottish Sculpture Trust yesterday announced plans to create a memorial sculpture to him in a field near the town. The Duke of Buccleuch has provided the site.

The trust has launched an appeal for £7,500, which will be matched by the Scottish Arts Council, to fund a competition to provide the sculpture. "We hope it will stimulate sculptural activity in Scotland and lead to the kind of work which Rodin honoured Balzac and which Brancusi created in the park at Tirgu Jiu, in Romania," the trust said.

When MacDiarmid (1892-1978) was alive his marvellous, evocative poetry seemed to sail over the heads of the Langholm council, which declined to grant him the freedom of the town. It bestowed that honour instead on Mr Neil Armstrong, the astronaut, who is descended from a border clan but whose personal connexion with Langholm has been described as cosmic.

Langholm is already dominated by a monument, a towering memorial more than 100ft high on a hilltop to Sir John Malcolm. MacDiarmid's monument in Lambhill Field, a pleasant slope overlooking the town, will be less evident.

The house where MacDiarmid, the non-deplorable of Christopher Grieve, was born is now part of the town's tourist office; the room above was once the public library he used. The only memorial to him so far is a bench in Princes Street Garden, Edinburgh, from which someone has removed the plaque.

Fear grows among black leaders that racial attack led to 12 deaths

By Lucy Hodges

A big campaign has been launched by blacks in South London who believe that the fire in Deptford which resulted in 12 deaths two weeks ago was probably a racial attack and is not being treated as such by the police.

Meetings have been held in the past week, including a big demonstration outside the burnt-out house in New Cross Road, and a fact-finding inquiry has been established by the black community.

A Massacre Action Committee has also been set up. Yesterday a £5,000 reward was offered by Westindian World for information leading to the conviction of those responsible for the fire.

The fire, which happened on January 18 after a party, is being seen by black leaders as the greatest tragedy to affect their people in Britain. This week's Westindian World referred to it as the "Lewisham mass murder".

Yesterday Mr Mike Phillips, of Westindian World, told a meeting: "We have got our own Jack the Ripper wiping out a dozen black people at a time. We are hoping to help to solve the crime and to concentrate attention on how the crime was and on the situation in this area, where racist attacks are taking place all the time."

Blacks are critical of the way the police have handled the inquiry. Mr Russell Proffitt, a

Lewisham councillor, said that the impression given by the police last weekend was that they were ruling out racial motives. He was glad to see they now had an open mind.

Two Metropolitan Police commanders who were present at the meeting emphasized that they were taking the fire, which which they think was started deliberately, and the 12 deaths extremely seriously.

The Special Branch had been called in and more than 50 officers were working in what was the largest police inquiry mounted in south London, they said.

Commander John Smith, who is in charge of the local division, said the arson attack might turn out to have been racially motivated but no evidence had been found. He and Commander Graham Stockwell, who is organizing the inquiry, sympathized with the grieving relatives.

Earlier Mrs Gee Ruddock, the mother of Yvonne Ruddock, who had been celebrating her sixteenth birthday at the party and died in the fire, said she felt numb. "My heart is broken and I can still hear the sound of the screams," she said.

Commander Stockwell said he welcomed the £5,000 reward offered. A team of five investigation scientists was working on the case.

The fire had been caused by paint thinner being sprinkled over Mrs Ruddock's front parlour at about 5.30 am

In brief

Paper to close after 200 years

The *Doncaster Gazette* closed down yesterday after nearly 200 years of publication.

Doncaster Newspapers, which owned the paper, is offering the seven journalists employed on it voluntary redundancies or re-deployment.

Coypu toll doubles

A total of 6,820 coypos were trapped and killed in East Anglia last year, twice the number in the previous year. North-west coypos control headquarters said yesterday. The animals, which destroy farm crops, have also moved into north-east Essex.

Water rates soar

Water rates for householders in the Yorkshire Water Authority area will rise by a quarter from April. Charges have been affected not only by inflation but also by industry using less water during the recession.

Nursery cuts rejected

Proposals to close nine nursery classes with the loss of 14 teaching jobs have been rejected by Cumbria education committee. Hundreds of people had protested in Kendal yesterday over the planned cuts.

Fingertip rescue

Mr Terence Ball, who climbed out of a second-floor window as fire engulfed his flat in Dale Street, Salford, Nottingham, yesterday, was rescued as he clung to the window ledge by his fingertips.

Body found after fire

Detectives were investigating a fire yesterday at a flat in Montgomery Road, Farnborough, Hampshire, where Mrs Violet Lewis was found dead. Mr Herbert Lewis, her husband, was rescued by neighbours.

£59,340 bonuses

Orkney Islands Council paid out £59,340 from its oil revenue fund for a £15 Christmas bonus to about 4,000 pensioners, widows and disabled people, it was disclosed yesterday.

QC heads inquiry

Mr Arthur Milson, QC, is to chair a panel of inquiry into the death of Lucy Gates, aged two, who died when a fire fell on her when she was left alone in a flat at Welling, Kent.

Long broad beans

Mr Derrick Gillett, aged 68, a plant breeder at Wisbech, Cambridgeshire, has produced 18-inch long broad beans containing 10 beans in a pod.

Children's hospital saved from closure

From John Chartres

Liverpool's Government yesterday rejected a proposal to close the Heaswall branch of the Royal Liverpool Children's Hospital, which has an international reputation for dealing with the cleft palate type of speech defect.

A working party had recommended the closure of the 150-bed hospital to save £587,000 during the next financial year and £845,000 in 1982-83. Liverpool Area Health Authority faces a £2m annual deficit.

Yesterday, however, Dr Gerard Vaughan, Minister for Health, wrote to Sir Eric Driver, chairman of the Mersey Regional Health Authority, saying that the hospital should not close.

The decision has been welcomed by doctors, surgeons and child health experts on Merseyside, who had objected to the proposal, believing that the hospital has a special role to play even under the present financial stringencies.

Lord Harris of Greenwich yesterday defeated a second attempt to oust him as chairman of Westward Television, which ceases operating as a television station at the end of this year.

He was one of three directors whom Mr William Cheevers, former Westward managing director, wanted removed from the board because he said they had not exercised sufficient financial control over the company.

However, his move to dismiss Lord Harris was defeated at a special shareholders' meeting in Plymouth by three to one, with Lord Harris supported by holders of more than half of the 200,000 voting shares. These included the board's merchant bank advisers, Hambros, who bought a fifth of the voting shares from Mr Peter Cadbury, former Westward chairman, last November as part of an agreement he made to sever links with the company.

Moves to oust Mr Ronald Perry, the present managing director, and Mr Kenneth Holmes were also defeated.

Mr Cheevers wanted to know why Westward had been the only company to cut its dividend last year, why shareholders had not seen the accountants' report into the affairs of the company, and why if the board felt that the company finances needed investigation, it did not call in the Department of Trade.

Mr Holmes told him that the board had cut the dividend after considering profitability, cash, and the general outlook for the company. Lord Harris said that no assurance had ever been given to shareholders that they would see the accountants' report.

He told shareholders that he thought Mr Cheevers's requisitioning the meeting at a time when the Independent Broadcasting Authority was discussing the new television franchises was a large factor in Westward losing its franchise.

Independent programme-makers will contribute at least 10 hours a week of the 50 hours the new channel is expected to broadcast.

Mr Peacock said there was a theory in some quarters that channel four "is still 'iffy' and that final decisions have got to be taken. This is totally to misunderstand what is happening."

"The days of waiting are over and from now on every week sees the momentum gathering behind the emergence of channel four."

Mr Peacock said the association had a potential membership of 500 but he thought the figure would settle at between 250 and 400. It would levy 1 per cent of the value of commissions from the fourth channel. The association would be appointing an administrator and an industrial relations officer.

Lloyd's brokers jailed for bilking railway

From Our Correspondent

Two commuters who defrauded the railway were each jailed for 28 days at Southend Crown Court, Essex, yesterday. Mr Brian Higgs, QC, the recorder, said that similar offences might also produce custodial sentences.

Clifford Felstead, aged 37, of Elm Road, and Anthony Mannion, aged 32, of Flemming Crescent, both Leigh-on-Sea, Essex, and both insurance brokers at Lloyd's, had denied a joint charge of conspiring to defraud British Rail.

Mr Christopher Hookway, for the prosecution, said they were both short of money. Mr Mannion reported his annual season ticket lost and obtained a duplicate. He sold the original ticket to Mr Felstead for £250 and they used the two tickets for about eight months until they were caught.

Jury barred from legal arguments in murder trial

The jury was sent out of the handsomely draped and murder trial at Lancaster Crown Court yesterday for legal arguments to be heard in private. The trial will be resumed today.

Evidence was given earlier by a prosecution witness, Mr Gavin Leydon, who complained about his treatment by local police. He denied a defence suggestion that he was a liar and an informer who hoped to "feed the police a little tit-bit" to please them. He agreed that he had been in trouble most of his life.

Earlier in the day when Mr Montague Dovenor, QC, for the defence, was at the home of Mr Charles Mantell, QC, his opponent in the Crown Court, Mantell's bull terrier, Bill, bit his right hand. Mr Dovenor arrived in court 30 minutes late.

Independent programme makers form new TV group

By Kenneth Gosling

A new production force in British television came into being yesterday when 200 independent programme-makers launched a trade association and announced plans for co-operating with the Channel Four Television Company.

Mr Michael Peacock, chairman of the Independent Programme Producers' Association, said at a press conference in London that the launch marked the start of a new industry that would create employment and opportunities that would be of

great benefit to the British television, film, information and entertainment industries. He said that until now there had been no way for independent producers to sell their work to the BBC or the independent television companies. He spoke of a production, made at a cost of £75,000, for which the BBC had offered only £6,000.

He said new agreements would have to be drawn up with the unions and all the present agreements would be examined to see where more

flexibility was needed. Much tough talking and argument lay ahead, but he thought the unions, especially those representing performers and writers, would welcome the new association.

Mr Peacock said the association had a potential membership of 500 but he thought the figure would settle at between 250 and 400. It would levy 1 per cent of the value of commissions from the fourth channel. The association would be appointing an administrator and an industrial relations officer.

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HOME NEWS

Teachers escape in planned new cuts

By Diana Geddes
Education Correspondent

Confidential government plans for more cuts in local authority spending on education over the next three years envisage big reductions in higher education in the maintained sector, but little change in teacher numbers beyond those already planned.

The proposals, set out in a Department of Education and Science paper discussed yesterday by the local authorities and Mr Mark Carlisle, Secretary of State for Education and Science, give revised targets for spending by local authorities in England up to 1983-84.

The Government is looking for further savings of £98m in 1982-83 and £46m in 1983-84 (at 1979 survey prices) as well as those already planned and published in the last Public Expenditure White Paper. The additional cut of £87m now planned for 1981-82 was announced at the time of the rate support grant settlement in December.

Local authority education spending is now planned to fall from a total of £6,058m in 1981-82 to £5,844 in 1983-84. The White Paper assumed that local authority education spending would total £6,145m in 1981-82 and would fall to £5,890m in 1983-84 (all at constant 1979 prices).

Under the new plans, the number of full-time teachers in schools would fall from 426,000 in 1980-81 to 385,000 in 1983-84. Mr Carlisle acknowledged that it would be difficult, but said he was concerned to protect the schools as far as possible. The local authorities emphasized that the cuts proposed in teaching numbers, although a little different from the old ones, would still have a serious impact on the curriculum, and the situation was getting rapidly worse.

Top college widens its entry scheme

By Our Education Correspondent

Until Hertford first introduced its unconditional offer scheme in 1965 it had been consistently among the bottom three colleges in the "Norrington league" of degree results. This year it was in second place.

Mr Geoffrey Warnock, principal of Hertford and vice-chancellor of Oxford, said last night that there were colleges which did not like Hertford's scheme, "but I think that colleges are a bit reluctant to try to prevent other colleges doing something which they find desirable, unless they can show that it damages them". A large number of colleges had abstained from voting, he said.

Book withdrawn after threat of legal action

By Our Religious Affairs Correspondent

A book describing alleged links between certain right-wing Christian organizations, secular right-wing groups and the South African Government's information service has been withdrawn from sale after a threat of legal action.

It was to have been published today by Kogan Page Ltd, and introduced at a press conference given by Mr Derrick Knight, the author. The conference has been cancelled, and the publisher has requested the return of review copies.

Mr Peter Newman, marketing director of Kogan Page, said: "We have had a libel claim, and we have withdrawn it at least temporarily while the difficulties are resolved." The company did not wish to say who had complained at this stage.

Water council expected to improve 7.9% offer

By Donald Macintyre
Labour Reporter

The National Water Council is to hold fresh talks with union negotiators, probably next Tuesday, at which it is likely to improve the 7.9 per cent offer decisively rejected by the industry's 33,000 employees.

The move, announced yesterday, offered the first real hope of a negotiated settlement in the industry since talks broke down on January 6.

The council said yesterday that the meeting would be held with an improved offer "in mind".

The executive of the biggest union in the industry, the General and Municipal Workers Union (GMWU), has sanctioned a strike unless the offer is improved, and members of the National Union of Public Employees and the Transport



Senior officers from Britain, Italy and West Germany at RAF Cottesmore for the opening ceremony yesterday.

Tornado crews will learn their trade in the heart of Leicestershire
Training airfield for three nations opensFrom Henry Stanhope
Defence Correspondent

The first RAF station in Britain where Sauerbraten and lasagne will jostle for an equal place on the menu alongside roast beef and cottage pie was opened yesterday amid a fanfare of trumpets by the chiefs of staff of the three nations. It was the Tri-national Tornado Training Establishment, known as the TTE, where British, West German and Italian crews will be taught together how to fly the supersonic, swing-wing F111 aircraft.

Air Chief Marshal Sir Michael Beetham, Chief of the Air Staff, said that the Tornado, the total procurement of which, including almost 400 aircraft, is costing Britain about £5,000m, had not been without its critics. But its cost had to be set

beside that of a £1m tank or a guided missile destroyer priced at more than £100m. The Tornado, which will form the core of the RAF's strength during the remaining years of the century, was able to sink ships, crater enemy airfields and defend British air space.

Sir Michael was followed on the rostrum by the chiefs of the West German and Italian air forces and the Commander-in-Chief Fleet of the West German Navy, which is also being equipped with the aircraft. Together they unveiled a plaque to open the TTE.

Because of bad weather plans for a spectacular fly-past by three Tornados, piloted in close formation by international crews, had to be curtailed. The chiefs of staff, standing to attention in the raw January morning, stared glumly at a loud but empty sky

as a solitary aircraft roared behind a curtain of low cloud and mist. The RAF hastened to say that the programme had been changed "for safety reasons" and did not reflect on the Tornado's all-weather capabilities.

A total of 809 Tornados have been ordered by the three countries, which have divided the work proportionately between them. Most are the inter-dictor-strike version, 220 of which are for the RAF, 212 for the German Air Force, 112 for the German Navy, and 100 for the Italian Air Force.

The RAF alone is also taking 165 of the larger £12.5m air defence variant, which will not be ready until the mid-1980s.

Pilots and navigators at Cottesmore will train for four weeks on ground courses, followed by nine weeks of flying, and will be taught in English.

Plea for big change in secondary education

By Our Education Correspondent

Recommendations for a "vigorous transformation" of secondary education is made in a manifesto, published today, by a group of distinguished men and women in science, industry, politics, the churches, journalism, the arts and education.

The group of 32 include Lord Butler of Saffron Walden, the minister responsible for the Education Act, 1944; Mr John Tomlinson, chairman of the Schools Council; Sir Adrian Cadbury, chairman of Cadbury Schweppes; Mr Christopher Price, MP, chairman of the Commons Select Committee on Education, Science and the Arts; Sir Frederick Dainton, president of the British Association for the Advancement of Science; Dr Jonathan Miller, theatre and television director; and the Right Rev B. C. Butler, auxiliary bishop to the Archbishop of Westminster.

The traditional curriculum cannot meet the demands of the future for competence in life and work, flexibility in the face of change and the development of the inner resources needed to make constructive use of free time, the manifesto says.

The system which herded young people into examination halls every year for a once-for-all race with the clock, on which their status in society depended, was becoming increasingly inappropriate.

It distorted the curriculum, excluded vital elements in education such as learning to

live and work in harmony with others, generated a damaging sense of failure among a large section of pupils, and positively rejected 10 to 20 per cent of the least able.

It also trained young people in intense academic competitiveness at a time when cooperative skills were everywhere in demand.

Secondary education was much too absorbed with the written word. In a modern society oral fluency was of ever greater importance. The nationalistic tendencies of the past had to be extended by education to embrace global awareness, involvement and commitment, the manifesto says.

The traditional curriculum neglected too much the development of social/moral insight, so that the perennial values of civilized society were in jeopardy. Occasional periods of religious education could not alone provide a social/moral perspective.

Subjects were often taught in a narrow, one-dimensional form which deadened, rather than aroused, zest for learning.

The job of secondary schools should not be to concentrate on narrow, specialist study, but to provide with broad, integrated education which could serve as a good grounding for any specialization in tertiary education or in later life.

The full text of the 1,500-word manifesto for change, together with the list of all the signatories, is published in today's *Times Educational Supplement*.

Council leader breaks ranks on cuts policy

By Our Local Government Correspondent

Mr Peter Bowness, leader of the London Boroughs Association, broke ranks with his local government colleagues by condemning government guidelines for spending reductions at a meeting of the Association of Metropolitan Authorities yesterday.

He said during a debate on the request by Mr Michael Heseltine, Secretary of State for the Environment, for a cut of 5.6 per cent in the coming year over 1978-79 budgets, that he approved of the action.

Uniform opposition to the cut was expressed by local government representatives at a meeting of the consultative council on local finance with Mr Heseltine last week.

Mr Bowness said yesterday that he approved of the 5.6 per cent target because authorities which had complied with every government request to make savings nevertheless faced large rate increases through financing councils which refused to make economies.

He was criticized for his dissent by Mr Jack Smart, chairman of the Association of Metropolitan Authorities. Some authorities could not achieve the targets, Mr Smart said.

Jersey looks to France for its electricity

From Our Correspondent
St Helier

Jersey is to be plugged into the French national grid to meet its electricity demands. There are plans for an £11m submarine cable to the Normandy coast which by 1985 will be capable of providing up to half the island's electricity needs.

Strong opposition is expected from environmentalist groups in the island, who object to the nuclear power stations on the French coast near by.

Mr Richard Wade, managing director of the Government-owned Jersey Electricity Company, who is setting up the link, said: "The French have nuclear power stations situated on the Normandy coast whether we like it or not. The real question is whether we are going to take advantage of this situation."

Small woods were being cut down "at a quite alarming rate", Mr Derek Barber, chairman of the Countryside Commission, said yesterday. He was appealing at the annual meeting in London of Timber Growers England and Wales for conservation between rival factions in the countryside.

He gave a warning that farmers and foresters would probably face stricter planning controls in the uplands but not in the lowlands. "I think that would be absolutely barney," he believed that unless a body was created to arbitrate between the rival claims to land of farmers and foresters, then "we are going to proceed in a rather lame way".

Cheap school meals may be postponed

By Our Education Correspondent

The proposed reduction in school meal charges in inner London from 25p to 20p should be postponed at least until after the local government elections in May, the school subcommittee of the Inner London Education Authority decided yesterday.

A report from the chief education officer suggested that the proposed price reduction would cost the authority £2,500,000 a year on the assumption that the number of pupils taking school meals would increase by 3 per cent, and would cost more if there was a bigger increase in uptake.

Another report from the authority's director of legal services gave a warning that a reduction to 25p could expose the authority to a successful challenge in the courts as the resulting benefit to ratepayers was likely to be small in comparison with the increase in rates.

The schools subcommittee decided after those reports that the price should remain at 25p for the time being.

Numbers fell: The number of pupils taking school meals has dropped by more than a quarter from nearly five million a year ago to 3.5 million now, Mr Neil Macfarlane, Under-Secretary of State for Education and Science, announced in the Commons yesterday.

The drop reflects the change in the law last spring that allowed local authorities to charge what they liked for school meals, and also reduced the number of children eligible for free meals. Most authorities charge between 40p and 60p, compared with 30p a year ago.

Corporal punishment: The National Association of Schoolmasters and Union of Women Teachers said that it would support members who refused to carry out voluntary duties in schools in protest against the authority's decision to go ahead with its plans to abolish corporal punishment in "county" secondary and special schools from next Monday.

The authority decided yesterday not to accept the union's proposal for a declaration of an official dispute.

Small woods cut down at 'quite alarming rate'

By Hugh Clayton
Agriculture Correspondent

Small woods were being cut down "at a quite alarming rate", Mr Derek Barber, chairman of the Countryside Commission, said yesterday. He was appealing at the annual meeting in London of Timber Growers England and Wales for conservation between rival factions in the countryside.

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WEST EUROPE

Two men sentenced to death in France for hold-up murder

From Charles Hargrove
Paris, Jan 29

The assizes at Châlons-sur-Seine, near Lyons, yesterday sentenced two men to death for the murder in a hold up last February of a petrol station attendant, Charles Diemer, who was 22.

The jury not only sentenced to death the murderer, Paul Laplace, aged 59, already twice sentenced to life imprisonment for other offences, but freed conditionally after serving only six years, but also pronounced the same sentence on his accomplice, Bruno Albert, aged 27. The public prosecutor had only demanded a life sentence in his case.

These sentences bring to six the total of prisoners waiting to know their fate in various condemned cells—all sentenced in the past four months. They await the verdict of the Cour de Cassation, the highest court, to handle criminal cases.

The jury took one and a half hours to reach its decision. In the case of M Laplace, the death sentence was almost a foregone conclusion, making it more the mood of public opinion and its sharp reactions against second offenders.

M André Demole, the chief public prosecutor had emphasized that M Laplace had had a rather exceptional criminal career, being tried by the assizes for the third time. If he had served his previous sentence in full, the victim would have been still alive. M Laplace had spent 20 years in jail and had, during his detention, obtained a qualification as a welder.

It was M Albert, employed in a supermarket in the suburbs of Châlons, who had suggested the hold-up. M Laplace had threatened the woman cashier with a sawed-off rifle, while M Diemer tried to intervene he was ordered to remain where he stood, but seconds later he was struck by a bullet in the stomach. He died after two weeks.

The two men made off by car and were arrested four days later. M Laplace said he had panicked when the station attendant intervened and the shot had gone off by mistake. His counsel, Maître Jean-René Journef, told the jury: "I do not know what Laplace has not killed. But I say he did not mean to kill. If you sentence him to 20 years, he will come out of prison in the year 2000. Do you not think this is sufficient?"

There is no doubt that the severity of this verdict reflects the firm conviction of the average Frenchman and woman that the death penalty has a deterrent effect and should not only be retained but carried out. The abolitionists argue that the spate of death sentences inflicted by juries in the past few months is the result of a "psychosis of insecurity" provoked by the sharp rise in delinquency in the past few years; and also results from changes in the mode of selection of juries which are no longer made up of notables chosen by local mayors, but of people chosen by lot from the electoral register.

M Pierre Bas, a Gaullist deputy for Paris, and a passionate abolitionist, has for several years tried unsuccessfully to secure abolition of the death penalty by moving the suppression of the credits for the public execution in the budget of the Ministry of Justice.

He said: "These new jurors sentenced to death to ensure the security of their fellow countrymen, which proves that they have not gone into the problem of the death penalty. It is an old reflex of fear that in periods of crisis gives additional work to the executioner, when salvation lies in lucidity."

The abolitionists accuse the Government of lacking the courage and conviction to introduce a Bill in Parliament to abolish the death penalty, irrespective of the mood of public opinion. Both President Giscard d'Estaing and M Alain Peyrefitte, the Minister of Justice, have gone on record on several occasions as saying that they were opposed to the death penalty in principle, save for particularly odious crimes, like the murder of children, of old defenceless people, hostages, and police officers.

M Robert Schmeckel, the president of the Cour de Cassation, said in a recent televised interview that he was not surprised at the figures of a recent poll showing a two-thirds majority for retaining the death penalty.

His personal experience as a mayor of a small village in Lorraine convinced him that if the death sentence were abolished, people would be even more inclined than at present to take the law into their own hands.

Vitriol thrown into face of French right-winger

From Ian Murray
Paris, Jan 29

It was leaflets for a Jewish organization and the Anti-fascist Front as well as a scrap of paper on which was written M Caignet's address.

Responsibility for the bombing of a synagogue in Paris last October was claimed by the group which took over after Fane was banned. Police so far have not been able to prove whether or not the claim was a hoax.

The appeal by M Frederiksen against an 18-month sentence for inciting racial hatred passed last October is to be heard next week in the Netherlands.

It has been delayed to allow M Frederiksen time to recover from injuries he received after being attacked by a group of youths after the bombing.

Lapps lose case after 15 years of court battles

Stockholm, Jan 29

The longest court case in Sweden's legal history ended today when the Swedish Supreme Court refused to recognize the right of a Lapp community to a hilly region in the north of the country.

In 1965, 11 Lapp villages sued the Swedish crown over ownership of some 4,000 square miles close to the Norwegian border. The Lapps' main motive was to win greater control over the region's development. They felt that their way of living and hunting was threatened by the construction of roads and railways and by a consequent increase in tourism.

But the state held that, as nomads, the Lapps could not acquire the right of ownership over territory which could be never claimed in the course of history. —Agence France-Press.

West Germany wants PoWs to be released

From Our Correspondent
Berlin, Jan 29

The West German Government believes the remaining five German prisoners of war still held in captivity should be released.

The five PoWs are: Herr Rudolf Hess, the 87-year-old former deputy to Hitler, who is in the Allied prison at Spandau, West Berlin; Herr Franz Fischer, aged 79, a former Gestapo official, and Herr Ferdinand von Euten, aged 71, the former SS Hauptsturmführer, who are both imprisoned in The Netherlands; Herr Walter Reder, aged 65, the former SS Sturmbannführer who is now an Austrian citizen; and Herr Erich Koch, aged 84, the former Gauleiter of East Prussia and Reich Commissioner for the German-occupied Ukraine, who is imprisoned in Poland.

EEC tax going up on food imports

From Michael Hornsby
Brussels, Jan 29

The EEC tax on British food imports will rise to 16.4 per cent next Monday, intensifying the war of words between Mr Peter Walker, the Minister of Agriculture, and importers and consumer groups.

The tax is imposed to bridge the over-wide gap between the value of sterling and that of the "green pound" the special exchange rate used to translate EEC farm prices into the national currency.

As the pound, buoyed up by North Sea oil and high interest rates, has soared on the foreign exchange markets, there has been no compensating adjustment of the artificial "green" rate.

As a result the levy on imported bacon will rise next week to more than 7p a lb, on cheese to more than 10p a lb, on butter to more than 13p a lb, and on tinned ham to 14p a lb. Earlier this week importers

claimed that they would be able to cut the prices of those goods in British shops substantially, and in some cases by the full amount of the levy, if the "green pound" were revalued to bring it into line with sterling's real worth.

Mr Walker disputes these claims, maintaining that foreign producers would prefer to pocket the extra profits rather than let their prices fall if the import tax was removed. He points out, for example, that Danish bacon has a price advantage over British bacon even with the import tax.

Ministry of Agriculture officials said today that Mr Walker had an intention of revaluing the "green pound" before the EEC's annual spring farm price fixing negotiations, and even then he would strongly resist it.

The French will undoubtedly be among those urging revaluation of both the green pound and the green Deutschmark, which they see as an impediment to their own food exports and as an unfair subsidy to those of Britain and West Germany.

EEC licence setback to fishermen of Spain

From Harry Debelius
Madrid, Jan 29

The failure of the European Community to extend licences for the Spanish fishing fleet by one more month, together with snags in negotiations with other countries continued today to create an imminent threat of idleness for an estimated 10,000 fishermen.

EEC members, unable to agree on their respective quotas, ended their last meeting of the month in Brussels yesterday without taking up the Spanish question. As a result, the 168 licences issued to Spaniards for deep sea fishing in Community waters since 1980, which were extended until January 31 this year, will run out at midnight on Saturday.

Another agreement, with Rabat, allowing Spanish fishing vessels to operate off the Moroccan coast, is also due to expire on Saturday, as is an agreement with Portugal.

The simultaneous expiry of these agreements is causing great concern to the Spanish government. Spanish authorities have urged a delegation, headed by Señor Carlos Robles Piquer, the Secretary of State for Foreign Relations, flew to Rabat today to try to break the deadlock in talks with Moroccan officials.

Bargaining over Community licences must wait, informed sources said, at least until February 10, when the EEC ministers responsible for fisheries matters meet in Brussels.

Spanish authorities have urged a satisfactory agreement with Portugal after bargaining with the Moroccan. The temporary ban on fishing in Community waters alone will put 7,000 Spanish fishermen, the crews of 415 ships, out of work until the issue is resolved. They exploit the 168 licences for deep sea fishing which the EEC has allotted.

Since the licences are based on the horsepower of the ships' engines, the 168 licences make it possible for about 200 ships to operate at any time. The take turns, which means that even without the enforced interruption the Spanish fleet, which works off Europe's Atlantic coast, is active only half the time.

Spain protested bitterly when it was limited to 163 licences and 11,870 tons of hake, the country's favourite sea food. But when, last November, the EEC offered only 95 licences and 8,000 tons of hake for 1981, Spain balked and rejected a later offer of 98 licences too.

Norway lets British boats return

By John Winder

British boats were being allowed to resume fishing in Norwegian waters, Mr Alick Buchanan-Smith, Minister of State for Agriculture and Fisheries, announced in a Commons committee yesterday. He said the decision took effect from noon that day.

British boats were negotiated on Wednesday but the official reaction of the Norwegians was not known until a telegram arrived from Brussels for the minister.

Mr Buchanan-Smith said afterwards that the Norwegian coastguard had given fishermen an opportunity to widen the variety of fish available to British housewives. "We have not had to give away anything."

The announcement means that vessels from Grimsby, Lowestoft, Aberdeen and several other Scottish ports, will be able to resume fishing.

The concession to Norway will be access to 1,000 tonnes of shrimps which Denmark will be arranging for its Scandinavian neighbours in Greenland waters.

The announcement was welcomed by MPs considering the Fisheries Bill in standing committee.

Afterwards, however, Mr Gavin Strang, the opposition spokesman on fisheries, was less than enthusiastic. Asked for a comment he replied with a general observation that the Opposition was pessimistic about prospects for a settlement at the EEC fisheries policy negotiations in February.

The fisheries agreement and the crisis situation in the industry is going to make it imperative for the Government to make a major statement about providing support for the industry in the absence of an agreement.

Mr Walker's main defence is that revaluation of the "green pound" would hurt British farmers, who suffered a 24 per cent loss last year, by reducing their EEC-guaranteed support prices by the full amount of the import tax. This, he contends, would far outweigh the gain to consumers.

A less appreciated aspect of the import tax, which has furnished the EEC budget with an additional source of revenue. This means that the exhaustion of revenue, which had been widely forecast to occur this year, has receded until 1982.

With the threat of bankruptcy removed, at least for the time being, one of the pressures that might have worked to hold down the increase in farm prices at the spring settlement has been greatly relaxed, and the prospects for agricultural reform weakened.

The most efficient engineering won.

The new Escort, our front wheel drive hatchback, is 'Car of the Year 1981'.

The following quotes from some of the judges are used in full. We haven't indulged in any crafty editing.

So without more ado, here's what they said. And why we think they said it.

'The most points for the Ford Escort, because it's new throughout, good appearance, a motor car with a brilliant and advanced design, the most up to date car on offer for the money'.

Dr. Alfred Prokesch

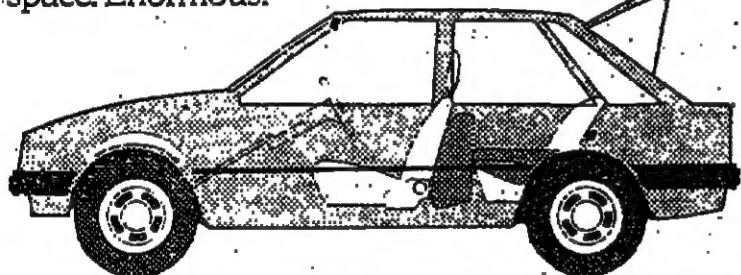
The reason that the Escort is so 'brilliant and advanced' is that we've kept the engineering as simple and straightforward as possible. In engineering simple is efficient.

That's one reason why the Escort costs so little to run.

'Scores heavily on styling, equipment, passenger comfort, ride and handling plus its meaningful contribution towards cutting the cost of motoring'.

Walter Hanley

The Escort is comfortable because it's so spacious. The engine is mounted transversely, which leaves more room for passengers. And with the back seat folded there's 48.7 cu ft of luggage space. Enormous.



Standard equipment on the Ghia includes a tilt slide sunroof. And options include such luxuries as electric windows, central door locking, tinted glass and headlamp washers.

'The Escort is a next to perfect car with an extremely good engine, a combination which should make it easier for many of us to step down into the economy class'.

Stig Bjorklund

The 1.3 and 1.6 litre engines are completely new. With features like self-adjusting tappets, breakerless ignition and aluminium cylinder heads, they're amazingly fuel efficient. There's also a 1.1 litre engine based on the proven Fiesta unit, which was widely praised for its power and economy. It pulls like a lion.

Performance and economy - saloon

Government fuel consumption test figures Constant 56 mph (90 km/h) (mpg)			Top Speed (mph)*
1.1HC	49.6	5.7	90.1
1.3HC	47.1	6.0	97.6
1.6HC (IV)	44.1	6.4	103.8
Simulated urban cycle			*Ford computed figures
1.1HC	34.9 mpg (8.1 litres/100 km)	36.2 mpg (7.8 litres/100 km)	
1.3HC	30.4 mpg (9.3 litres/100 km)	36.7 mpg (7.7 litres/100 km)	
1.6HC	30.7 mpg (9.2 litres/100 km)	34.4 mpg (8.2 litres/100 km)	

'THE ESCORT IS THE BEST FORD EVER PRODUCED, BALANCED IN ITS CHARACTERISTICS, WITH A COMPLETE RANGE OF ENGINES WHICH PRACTICALLY NEVER NEED SERVICING'.

ARTURO DE ANDRES

The Escort actually needs a routine service at 12,000 miles, with a minor one at 6,000.

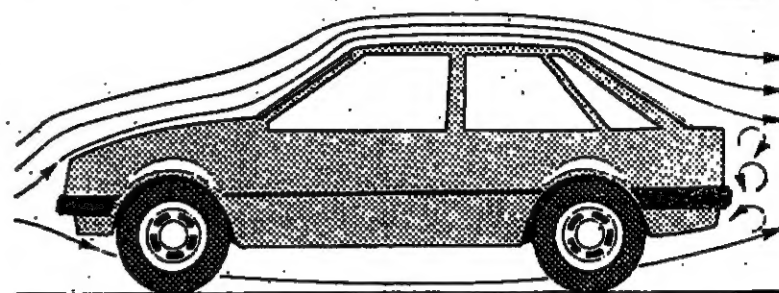
However the car is packed with so many labour saving ideas that even the 12,000 mile service is very straightforward. For instance, all Escorts have Ford's ingenious self-adjusting clutch. And the brakes can be checked for wear without removing the wheels.

'Ford Escort - by far the best car - and range - of 1980. All new Efficient. Intelligent styling'.

Edouard Seidler

Styling used to be an art.

Today at Ford it's a science. Aimed mainly at improving aerodynamic efficiency. The Escort has a drag coefficient of just 0.385, something that contributes enormously to its fuel efficiency.



'Escort exhibits an up to date design, good handling characteristics and a high standard of workmanship'.

Paul Guth

The Escort owes its crisp handling to its all independent suspension, quick rack and pinion steering and its diagonally linked brakes.

While evidence of the workmanship is seen in its 20 stage anti-rust treatment, which includes total immersion in anti-corrosive paint and wax injection into doors and box sections.

It's built to last.

'The Escort is the best car ever built by Ford. Adding up all its characteristics the Escort outscores all the other cars presented this year'.

Rudolf Glismann

Well, that about sums it up. We'd like to say thank you to the judges. And remind you that the Escort is only one car from Ford's best selling range. If you'd like to test drive the Car of the Year 1981, it's at your Ford showrooms now.



Car of the Year 1981.



FORD ESCORT



OVERSEAS

Shaikh Yamani urges West to 'correct Middle East damage'

From Robert Fisk

Al Hada, Saudi Arabia, Jan 29

Shaikh Zaki Yamani crossed the living room of his summer residence, his gold-framed black robe billowing behind him and just the faintest trace of anxiety on his face. "King Hussein is waiting," he said. "I have to take him to the airport." He turned to us with the kind of ironic smile that only the world's most powerful minister could afford. "After all," he said, "I cannot keep a king waiting."

We followed him through the doors to the terrace where birds chattered high up in the air trees beside the empty swimming pool. A member of his staff switched on an automatic fountain and the cascade of water poured down a concrete sluice beside some cemented rocks. A gentle breeze rustled the bushes in the middle of the plastic lawn. There was scarcely a speck of dust on the false grass.

The Saudi Oil Minister walked to the other side of the pool. He had to leave immediately, he said. Robed advisers moved around him but he seemed to hesitate. "What are your questions?" he asked. Shaikh Yamani is slightly plumper than his photographs suggest but his finely groomed beard and moustache give him the essential element of decisiveness that other oil ministers have come to respect. In Bali last month, many of the oil delegates stood up when the Shaikh entered the conference chamber. Talk to him for only a few seconds and you quickly see why.

The third Islamic summit had just reaffirmed its intention to use economic sanctions against the West but Shaikh Yamani frowned when we suggested that he might use Saudi Arabia's oil weapon once more. "We never stopped using our oil weapon," he said. "In 1973, we did use it to attract world opinion to the Arab-Israeli conflict and to the fact that the West needs the Arab countries and has an interest in Arabia."

But thereafter we kept using our oil as a positive weapon to tell the West not only that they need the Arabs but also that it can depend on them. Shaikh Yamani's secretary, a young Saudi with a degree in marketing from Arizona, smiled sharply. Behind the trees, the traffic murmured along the four-lane highway to Mecca. The Shaikh spoke very slowly, a man who was used to choosing his words with the care of a philologist.

"Israel cannot do anything without the help of the United States and the help of the West."



Shaikh Yamani: "Oil is a political instrument."

And you will have to be responsible for correcting the damage done so far.

"We are not trying to put any pressure on you. But do not forget that what we are doing right now with regard to our oil is far more than what we have to do in the ordinary circumstances. We are depleting our reserves, producing more than we need, in order to please you."

"Our policy is to use oil as a political instrument. We hope that the West will do what is needed in order to bring about a peaceful settlement in the area and therefore the oil weapon will be used in a constructive manner."

The Shaikh's replies, of course, depended upon his audience. To a correspondent of the American Broadcasting Company, he insisted that Saudi Arabia would not threaten the United States with an oil cut-off but he was none the less prepared to speculate upon the effect that a cutback of oil to provide just domestic Saudi consumption would have upon the United States.

"The rate of unemployment (in America) will at least double," he said. "The price of oil will double again. The rate of inflation will go up and then you can talk about the depression, not a recession."

"Definitely I'm not threatening. You threaten when you need it. Among friends, you do not think of threatening."

A servant brought tea, tiny glasses on miniature saucers, on each of which lay a small solid gold spoon. Across the pool, another functionary unrolled a large and embroidered Arab carpet of blue and gold on the marble terrace. Behind us, high on the mountainside, small clouds shuffled above the rocks and across towards Taif.

Was Soviet foreign policy and the Russian advance towards the Persian Gulf and specifically towards Saudi Arabia? "There are so many interpretations to the Russian move," he said and then, with indulgent subtlety, continued: "One important interpretation is that they are slowly and gradually approaching the oilfields in order to secure a stable and secured supply of oil for them and for their satellites."

What supports this view is the Russian move in the Horn of Africa and South Yemen and their efforts in Baluchistan to help the tribes and young people in guerrilla warfare. All these things are strong indications that the Russians really believe in his words with the care of a philologist.

"I am sure their real hope is to get an oilfield."

The Saudis have of late been speaking in harsher vein than usual about the Russians. Shaikh Yamani clearly reacts no differently than his colleagues when it comes to Afghanistan. But he finished speaking abruptly, simply walking away round the side of the terrace to where the embroidered carpet had been spread out on the marble. His staff followed him, and all took off their shoes.

And so one of the most powerful men on earth knelt down to pray beside his empty swimming pool. King Hussein would have to wait a little longer.

Moscow attack: Moscow radio said today that "reactionary Muslim regimes" were behind the Islamic conference resolution calling for the removal of Soviet troops from Afghanistan (UPI reports from Moscow).



Mr Edward Seaga, the Jamaican Prime Minister, and his wife, Mistry, with President and Mrs Reagan, in Washington.

President backs Seaga regime

From David Cross

Washington, Jan 29

Mr Edward Seaga, the Jamaican Prime Minister, today greeted an offer of moral and material support from President Reagan with great enthusiasm.

He said his country was "very keen and interested in seeing the new American Administration support the Jamaican people in their struggle for democratic rights in the Caribbean and Central America, so that they could withstand infiltration by the Soviet Union and Cuba."

Mr Seaga, who is the first foreign government leader to visit Washington since Mr Reagan assumed office last week, has been having talks at the White House and the State Department with members of the new Administration.

The decision to invite him so early to Washington underlines Mr Reagan's promise to improve relations with America's neighbours.

Although Cuba had suffered several setbacks in recent elections in English-speaking Caribbean countries like his own and Dominica, it had not given up its efforts to extend its influence in the area, the Jamaican leader said.

"The Cubans are only standing in the wings waiting to see what will happen." They were waiting to see whether new "moderate" governments were

able to translate their capitalist economic policies into reality.

During their talks, the two Governments had agreed to organize a joint group of officials to work out private development programmes in Jamaica.

Mr Seaga said. The group would also look at ways of modifying tax, investment and other laws in both countries to facilitate private investment in the Caribbean country.

There had already been an agreement in principle between the two Governments on changing United States tax laws to encourage American businessmen to hold conventions in Jamaica. This could be an important source of revenue for the country, which relied heavily on overseas visitors to provide much needed foreign exchange.

Mr Seaga, who was elected Prime Minister last October said that most of his talks in Washington had centred on ways of improving his country's ailing economy.

Talks involving officials from the International Monetary Fund to provide Jamaica with about \$500m (about £230m) to boost the economy were proceeding "very satisfactorily," Mr Seaga said. He expected that the loan package would be ready for approval by the monetary fund by mid-March.

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President Belaunde's honeymoon with unions is over

Austerity harms Peru democracy

From Kevin Dunn

Reuters Correspondent

Lima, Jan 29

Six months after the restoration of democracy in Peru, President Fernando Belaunde Terry is facing growing opposition from organized labour and members of the extreme left.

The 67-year-old former architect regained the presidency last July 28 on a wave of popular support after 2 years of military rule. But the failure of his conservative Government to fulfil promises of curing inflation and providing jobs and homes has fuelled discontent.

The focus of opposition is the bitter pill of austerity, which Señor Manuel Ulloa, the Prime Minister, has asked the 17 million Peruvians to swallow this year.

In a sombre new year speech, Señor Ulloa, who is also Minister of Economy and Finance, announced that the Government was reducing subsidies on basic foodstuffs and fuels. Staple foods such as milk, sugar, bread and rice soared by almost 50 per cent.

Wages, however, were increased by only 12 per cent. Trade unions seized on the measures to coordinate their campaign against the Government and call a one-day general strike in protest.

Despite the death of three people in clashes with police, the strike was less violent and less effective than many in recent Peruvian history. Although the Government survived its first serious test, the strike was far from the failure

claimed by cabinet ministers and pro-Government media. "People are beginning to realize they are no better, and perhaps worse off than six months ago," a foreign diplomat commented. "That may not be true, but if after a year or 18 months they are still no better off, Belaunde and democracy could be in trouble."

Another source of increasing irritation for the Belaunde administration has been a resurgence of sabotage attacks, apparently by left-wing extremists.

The attacks, blamed on a small Maoist group called Sendero Luminoso (Lighted Path), have damaged commercial buildings, banks, police stations and official buildings without causing casualties. Police, however, have not ruled out the possibility of political extremists were responsible for shooting a policeman in Lima earlier this month.

Another indication of increasing violence was news of an armed clash between anti-terrorist police and alleged leftist guerrillas in the southern region of Ayacucho. A guerrilla was killed and a police officer wounded in the clash, according to official sources.

The guerrillas are far from mounting a serious threat to the stability of the Government, according to political sources. But they said politicians of all parties feared popular discontent could turn into a general strike if the economic crisis continued.

The Government's declared aim is to attack inflation, which was running at 60 per cent at the end of last year, and rejuvenate the economy.

According to Dr Ulloa, there are some signs of recovery. He said growth accelerated to 4.5 per cent in the second half of 1980 from 2.6 per cent in the first six months of the year. The official target for this year is 6 per cent.

But the country remains saddled by a foreign debt of almost \$10,000m (£4,170m) which will eat up 36 per cent of this year's state revenue on repayments.

Key aspects of Government policy are to attract foreign investment and reduce import tariffs to stimulate national industry. Left-wingers have won wide publicity by accusing the Government of wanting to hand over the country's natural resources, principally minerals and petroleum, to the multinational corporations.

President Belaunde himself, though probably still the most popular politician in the country, has not been immune to criticism. Despite his popular image, he failed recently in an attempt to neutralize a general strike in the jungle capital of Iquitos by making a much publicized personal visit.

However, political opposition is far from united and the largest party outside the Government, the Apra (American Revolutionary Popular Alliance), is torn by internal disputes.

Premier and Solidarity meet today

Warsaw, Jan 29.—Solidarity, the Polish free trade union organization, announced tonight that its leaders would hold talks with Mr Jozef Pielowski, the Prime Minister, tomorrow in an effort to halt a cycle of strikes and labour protests.

Mr Lech Walensa, the leader of Solidarity, agreed to the Warsaw meeting after talks with Mr Stanislaw Ciosek, the Minister for Union Affairs, in the south-eastern city of Rzeszow, the strike headquarters of Polish farmers who are demanding the right to set up their own union.

The talks with Mr Ciosek, which union officials said took place in a good atmosphere, came after a decision by Solidarity's national consultative commission to call a five-day moratorium on strikes.

Meanwhile, the Soviet news agency Tass today made its strongest attack on Solidarity since Poland's labour unrest started last summer, accusing it of trying to wreck the economy and destroy socialism.

The criticism was in a report from Warsaw which strongly implied that the Polish authorities should make no further concessions to Solidarity over Saturday working or on other grievances.

Barley offer: Poland yesterday made its first offer for part of the British share of the record EEC barley "mountain" which has been on sale for a fortnight. The bids were vetted yesterday by the EEC cereals management committee, which includes officials from all member states (Hugh Clayton writes).

Mr Reagan denounces Soviet use of détente

From Patrick Brogan

Washington, Jan 29

President Reagan, in his first press conference today, issued a stern denunciation of the Soviet Union and all its works, and said that any renewed arms limitation talks would have to be on the basis of actual reductions in the numbers of nuclear warheads.

He was asked what he thought were the long range intentions of the Soviet Union, and replied: "So far, détente has been a one-way street that the Soviet Union has used to pursue its own ends."

He said that since the Russian revolution there had been no Soviet leader who had not repeated "their determination that their goal must be the promotion of world revolution and the one world socialist or communist state as they do that, and as long as they at the same time have openly and publicly declared that the only morality they recognize is what will further their cause, meaning they reserve unto themselves the right to commit any crime, to lie, to cheat in order to attain that, and that is moral, not immoral, and we operate on a different set of standards. I think when you do business with them, even under détente, you keep that in mind."

President Reagan reaffirmed that the United States would stand up against any new act of terrorism perpetrated against it. "People have gone to bed in some of these countries that have done these things to us in the new federal regulations for 600 days, to give his Administration time to set up a review body. He was asked about tax cuts, and replied that the question of the date from which they would be calculated was still being discussed by the Treasury. The main thing was to establish the principle that 10 per cent would be taken off personal income tax every year for three years, with corresponding cuts in taxes on business.

with "swift and effective retribution."

On the other hand, asked whether the United States would exact vengeance from Iran, he replied that revenge was not worthy of the Americans. What would it do? he asked. He went on to say that he did not think that the United States could act as though nothing had happened.

Mr Reagan insisted that the Salt army limitation treaty was unacceptable to him because it permitted large increases in the numbers of Soviet warheads — an argument that many experts will find a striking oversimplification. On a number of other matters, where reporters asked him questions on specific matters, he admitted his ignorance, saying that the subjects were under examination.

He started the press conference with an announcement that he was taking steps immediately to reduce the federal budget, pointing out that the national debt ceiling had just been raised to \$985,000m. He said that he had just ordered that the wages and price control programmes of the Council on Wage and Price Stability would be abolished.

He promised more substantial cuts soon, saying that the cuts will apply to every sector of the budget and that they will be bigger than anyone expects. The Washington Post claims this morning that foreign aid will be cut by \$2,500m from \$8,000m.

He also announced that he was imposing an immediate freeze on the population in the new federal regulations for 600 days, to give his Administration time to set up a review body. He was asked about tax cuts, and replied that the question of the date from which they would be calculated was still being discussed by the Treasury. The main thing was to establish the principle that 10 per cent would be taken off personal income tax every year for three years, with corresponding cuts in taxes on business.

Iran screens last-day talks with captives

Tehran, Jan 29.—Iran today showed films of interviews made with some of the 52 United States hostages on the day before their release in which most said they were generally well-treated. But the two women captives complained of maltreatment.

The apparently unedited film was shown to foreign and Iranian journalists by state television, and consisted of interviews with 14 people, conducted by a woman speaking good English.

Television staff said the interviewer was one of the radical Muslim students who occupied the United States embassy in Tehran on November 4, 1979.

Iran has denied charges that the captives who were released on January 20, were tortured during their 444 days of confinement.

One unidentified man declined to speak to the Iranian film interviewer and left his seat.

Elizabeth Ann Swift, aged 40, a political officer at the embassy, said that at first she had been tied to a chair each day, blindfolded, and made to sleep on the floor without a mattress.

"In the first month and a half, we were questioned intensively. In the beginning, we were threatened with death, the girls who took care of us tried their best to have good relations with us."

But Kathryn Koob, formerly director of the Iran-American Cultural Society, said: "I did not experience the intensive questioning that Ann did in the beginning."

Asked about allegations of torture or brainwashing, Miss Swift said: "When the students first came to the embassy, we were threatened with death, with pistols, with all sorts of methods to get us in open safes, to get us to talk."

The men interviewed said they had been generally well-treated, well fed and attended to. One of them, Mr Gregor Pervinger, said their student captors "treated us pretty fairly, better than I would have thought."

Mr Ahmad Azizi, Director of American Affairs in the Iranian Ministry of Foreign Affairs, said after the screening that there was nothing in the interviews which matched contentions about mistreatment made by the United States government.

Washington contact: One of the Iranian hostages held in the Iranian foreign ministry has disclosed that he maintained daily telephone contact with Washington during the first few months of captivity. Mr Victor Tomseth, interviewed last night by ABC television, said they had no conversation in the content of the messages because they passed through the Iranians.

Moscow defends criticism of US in hostages crisis

Moscow, Jan 29.—The Soviet Union said today that its stand on the American hostages had been principled and that continued references to the now-resolved crisis were "attempts for strengthening United States forces in the Gulf area."

The Russian position was set out in a statement to Mr Jack Matlock, acting United States Chargé d'Affaires, who was called to the Soviet Foreign Ministry.

The Soviet statement, issued by Tass news agency, rejected as unfounded complaints by the United States State Department about Soviet behaviour during the 14 months the embassy hostages were held in Iran and said the Kremlin's stand had been "consistent."

After the hostages were seized by Islamic militants in November 1979, Moscow vetoed a United Nations Security Council resolution calling for sanctions against Iran saying the seizure should be viewed in the context of past American involvement in Iran's affairs.

In the latter stages of negotiations leading to the hostages' release, Moscow Radio alleged that the United States was about to launch an armed attack against Iran.—Reuter.

Charges signal tighter grip on Turkish press

Ankara, Jan 29.—Turkish military authorities have charged three journalists with violating a military ban on political activity. Newspaper sources said today that the move appeared to be an extension of attempts to control the press, although censorship has not been imposed.

Mr Ugur Mumcu, a columnist, and Mr Turhan Ilgaz, senior editor of the left-wing newspaper Cumhuriyet (Republic), and Mr Orhan Birgit, a columnist with the leftist Turkiye (World) newspaper, face a maximum sentence of a year's imprisonment.

Four senior editors of Turkey's best-selling newspaper, Hurriyet, who were detained and questioned in Istanbul for several days have now been released.

A martial law court in Istanbul has sentenced four right-wing terrorists to 36 years each in prison for the premeditated murder of leftist opponents. The four belonged to the now-defunct extreme nationalist Action Party.—Reuter and AP.

Israeli troops evict Jewish squatters from Hebron

From Moshe Brilliant

Tel Aviv, Jan 29

Israeli soldiers evicted 40 Jewish religious nationalists today from a three-storey building in Hebron. The building was taken over yesterday by the Jewish settlers, who are strengthening their presence in the ancient city, which is sacred to both Jews and Muslims.

The squatters claimed their action had been in line with the decision of the Government, which last March voted to establish a Jewish presence in Hebron. The Government was prevented from executing its decision because it appealed to the parliamentary Foreign Affairs Committee, where there was an obvious majority against it. The scheme has been kept in abeyance.

Mr Moshe Begin, the Israeli Prime Minister, ordered troops to remove the squatters after they had rejected appeals to leave voluntarily. The squatters put up passive resistance, forcing the soldiers to carry them out.

The building was said to have been a hostel in the Jewish quarters owned by a Hessian settler until 1929 when Arabs massacred the Jews of Hebron in a pogrom. The leader of the sect, who emigrated to the United States, was said to have given a power of attorney to one of the would-be settlers to manage his property.

The settlers said that they had come to terms with Arabs who had been using the premises as workshops.

The Government rejected the squatters' arguments by stating that Hebron was under military administration and permission from the Army was needed for settlement.

Nine MPs start their tour at PLO's invitation

Beirut, Jan 29.—Nine British MPs arrived here from London today to begin a Middle East tour at the invitation of the Palestine Liberation Organization (PLO). A spokesman told reporters that the MPs, five Conservatives and four Labour, hoped to meet Mr Yasser Arafat, the PLO leader, if he returned in time from the Islamic summit conference in Saudi Arabia.

The MPs also hoped to meet Mr Abdulhadi Khaddam, the Syrian Foreign Minister, in Damascus. King Hussein of Jordan, and Mr Bassam Shakaa, the Palestinian mayor of the Israeli-occupied West Bank town of Nablus during their tour. Mr Shakaa's legs were blown off by a car bomb explosion in Nablus last year and he was given artificial limbs during treatment in London. He returned to Nablus two weeks ago.—UPI.

Chinese try to form free trade unions

Peking, Jan 29.—Workers and students in central China have been trying to set up independent trade unions free of Communist Party control, according to the Wuhan newspaper Yangtze River Daily.

It said: "An extremely small minority of people who want to create fear in the present orderly situation are attempting to shake off the party's leadership and want to set up free trade unions and independent student unions."

"If these people are not acting from ulterior motives, then they are doing so out of supreme ignorance."

The newspaper admitted that the Communist Party had committed errors, particularly the Maoist Cultural Revolution of 1966-76, but said that they were inevitable in a country of a thousand million people.

It added that the Communist Party could not be replaced by any other party.

American Commentary

Key relationship for successful diplomacy

Washington

When he welcomed the hostages home on Tuesday, President Reagan said: "Let us remember that when the rules of international behaviour are violated, our policy will be one of swift and effective retribution."

Mr Alexander Haig, his Secretary of State, said the next day that the statement was "consciously ambiguous." It was the first of what will clearly be a series of statements setting out the way the new Government sees its role in the world.

The first point is that Mr Haig will be foreign minister as well as Secretary of State. Richard Allen, the President's national security adviser, has been banished to the basement of the White House, back to the lair from which one of his predecessors, Dr Henry Kissinger, rose to take over the Government's foreign policy.

These symbolic things have great importance: Dr Kissinger, and more recently, Dr Brzezinski, occupied the large corner office on the ground floor of the White House west wing, within a few steps of the President's own offices. When President Ford purged his Government, at Christmas, 1975, Dr Kissinger was forced to give up the office and move permanently to the State Department.

Mr Haig (who used to occupy another corner office in the same building when he was President Nixon's Chief of Staff), well understands the importance of such things. He has prepared memoranda for Mr Reagan setting out the way foreign policy ought to be conducted, and he claims that his drafts have been prepared with the assistance of Mr Allen.

President and Secretary of State hope, therefore, that their foreign policy will be more consistent than was President Carter's which suffered from the ceaseless disagreements be-

tween Secretary of State and national security adviser. It all depends, of course, as in any government, upon the President's confidence in the Secretary.

Mr Reagan wants the United States to have a forceful foreign policy. This does not mean sending the Marines into every trouble spot but it does mean giving the appearance of firmness whenever important American interests are challenged. The new President is fortunate that the hostage crisis has been resolved. He can learn his way around the White House before that first challenge arises.

Naturally enough, to give merely the appearance of firmness is not enough, and the experience of the past few years suggests that firmness will have to be demonstrated as well.

President Kennedy tried, and failed, at the Bay of Pigs, and tried again and succeeded spectacularly in the Cuban missile crisis in 1962.

President Johnson showed his firmness of purpose in Vietnam, and American foreign policy has suffered the consequences ever since.

While waiting for the next crisis, and trusting Mr Haig's military instincts to see him through it, President Reagan must also prepare himself for the traditional test of wills with the Soviet Union.

It is alleged that Mr Khushchey learnt to despise President Kennedy after meeting him in Vienna. It seems at least possible that the Russians formed the same opinion of President Carter when first he submitted new Salt proposals in 1977, and then withdrew them because the Russians rejected them so firmly.

For Mr Reagan, therefore, the question is how to set about restoring the Salt negotiations. This will be the first test of Mr Reagan's ability to sustain diplomacy.

Senators find Mr Donovan suitable for job

From Our Own Correspondent

Washington, Jan 29

Mr Raymond Donovan, President Reagan's controversial choice to be Secretary of Labour today secured the approval for his nomination of a majority of the Senate committee which has been investigating his suitability.

But a number of Democrats on the Senate labour and human resources committee, including Senator Edward Kennedy, declined to support Mr Donovan because of deep concern over unproven allegations.

The Labour Secretary-designate has been accused of various improprieties involving the New Jersey construction company which he used to run.

The lifting of martial law has brought renewed demands from the opposition for a direct election but Mr Marcos up to now has maintained that such an election might prove a farce if he were the only candidate or were faced by an embarrassingly weak opponent.

So far there is no indication of what candidate, if any, the opposition might put up. The obvious opponent would be Senator Benigno Aquino, now in the United States who indicates a desire to return.

But lawyers are understood to have warned him against coming back unless given certain legal guarantees that he would not be re-arrested on the serious charges recently revived against him after terrorist bombings in Manila last year.

The first 12 days, since the lifting of martial law, imposed eight years ago, have passed without serious disturbance. First to test the new atmosphere

were students who rallied outside the United States Embassy to protest about the "arbitrary lifting of martial law" and "United States domination of the Philippines". The police response was measured and there were no arrests as the demonstrators dispersed after 30 minutes.

But the students, like the rest of the population, know that despite the issue of Proclamation 2045, which officially ended martial law, the President's powers to detain anyone he considers subversive are virtually unaltered. The same proclamations made under martial law can be made under the 1973 constitution.

All Mr Marcos's laws and declarations under martial law remain in force until specifically rescinded.

Martial law, however, will be retained in the southern parts of the country faced with insurrection by the Moro National Liberation Front.

Perhaps more significant in the long term, than the lifting of martial law was the declaration by Mr Marcos last Friday that anyone was free to publish

a newspaper without obtaining a licence from the National Media Council.

The old-guard moderate opposition to Mr Marcos personified by the Laurel family, has already said that the starting of a newspaper will be a principal test of the sincerity of the President

OVERSEAS

Zimbabwe Army used as means to disband ex-guerrillas

From Stephen Taylor Salisbury, Jan 29

Pressure has been put on the Zimbabwe Government to disclose information on an issue that is both its main priority and its most sensitive problem—the process of integrating former guerrillas in the national Army.

MRs of the Rhodesian Front yesterday asked Robert Mugabe, the Prime Minister and Minister of Defence, searching questions about the final size of the Army, its composition and maintenance costs.

While declining to state figures, Mr Mugabe said the size of the Army was still the subject of discussion and repeated his pledge that every trained former guerrilla who opted to join the Army would be absorbed.

At a press conference two weeks ago, Mr Mugabe announced that the integration process was being accelerated to bring 24,000 former Zippa and Zania guerrillas into the Army between now and August.

The announcement attracted little attention at the time as it came on the heels of the Cabinet reshuffle in which Mr Joshua Nkomo, Mr Mugabe's coalition partner and the leader of the Zippa force, was demoted.

Between June and December of last year, about 9,000 former guerrillas were integrated to form nine battalions by the so-called "sausage machine" approach adopted by the British Military Advisory and Training Team, which is running the project.

Military sources express considerable satisfaction at the performance of these battalions. Some of these have been deployed in action against disaffected gangs and have been

prepared, when necessary, to open fire on their former comrades.

But tens of thousands of men remain in the ceasefire assembly points, where they have been kicking their heels for more than a year. In Bulawayo, and on agricultural projects, they have refused to give up their weapons.

It appears that the Government, being unwilling or unable to force the issue, has now decided to move them into the Army as soon as possible.

The main question hanging over the exercise is how many men are still to be integrated as the accepted estimate of a former Zippa and Zania guerrillas made after the men had reported to the assembly points last year, is almost certainly too low.

An accurate assessment is hampered by the scattered distribution of the men and the fact that many guerrillas remain outside the country where they trained during the war of independence. But military sources acknowledge privately that the earlier estimate is too low and a reliable source puts the number who will have to be absorbed into the Army at 50,000.

At present, military planners expect to have by August an Army comprising 33,000 former guerrillas and three battalions of former Zippa and Zania Rhodesian security forces. The planners will then take stock of the number of former guerrillas still to be incorporated.

The accelerated integration programme, which started earlier this month, calls for the formation of three battalions a month. This is likely to test severely the resources of the British advisory team.

Botha hopes hinge on nominations for poll

From Nicholas Ashford Johannesburg, Jan 29

Nominations day for the April general election, set for March 28, is seen by observers in Johannesburg as being almost as important as the election itself.

With a large majority for the ruling National Party already assured, the main point to be decided by election will be the political balance within the party's caucus.

Until recently the Verkrampies (conservatives) slightly outnumbered the Verligtes (reformists), which was why, it is said, Pieter Botha, the Prime Minister, felt constrained from pushing ahead with his moderately reformist policies affecting Coloureds and urban blacks.

By holding an election in April, he hopes of swinging the balance in the caucus in his favour.

Nominations of candidates takes place on a provincial and not a national level. The Verligtes fear that in the Transvaal, the biggest and most conservative of the four provinces, the provincial leader, Dr. Andries Treurnicht, the Minister of State Administration, may try to ensure the nomination of Verkrampies candidates where possible. As virtually all National Party candidates in the Transvaal are certain to be elected by Mr Botha, the leader of the People's Redemption Council.

The soldiers gave as their reasons for the coup more than a century of domination by the descendants of the freed slaves who set up the oldest republic in Africa, corruption by the Tolbert Government and economic deprivation of the 1.3 million Liberians at the hands of the 90,000 Americo-Liberians.

Sergeant Doe increased the pay of the lowest-ranking soldiers from \$75 (\$31) to \$250 a month and also gave increases to higher-paid officers and to civil servants. He promised to hold down the price of petrol and rice, a staple. Almost a year to the day before the coup, there had been

'Keystone Cops' regime wins some confidence from bankers

Sergeants begin to learn how to run Liberia

By Gregory Jaynes Monrovia

It has been nine months since 17 non-commissioned officers in the Liberian Army rose up from their tumbledown, tin-on-tin barracks on a beach below the Executive Mansion, shot and bayoneted President William Tolbert and took over the Government without half a notion of how to run a country.

"If it weren't for the bloodshed and the enormous economic problems," Mr. Amos Dawson, the dean of Liberia College, said recently, "you could characterize a lot of what has happened as amusing." Moreover, a high civilian official in the new revolutionary Government, said: "To cope, you have to regard a lot of what goes on as comic."

The man who became Liberia's leader after the coup, the twentieth head of state that the nation has had since it was founded by freed American slaves in 1847, is Master Sergeant Samuel Doe, who has a secondary-school education and was trained two years ago by a United States special forces unit.

He became Liberia's chief executive on April 12 last year, not because he aspired to the job, but merely because he was the ranking officer involved in Tolbert's assassination. Sergeant Doe, seven lower-ranking sergeants, eight corporals and two privates became the Government of Liberia, known as the People's Redemption Council.

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bloody riots over an increase in the price of rice.

The 28-year-old, modest head of state eschewed his predecessor's West German limousine, first in favour of a Chevrolet and later a Honda Civic. His illiterate wife, Nancy, the mother of his two children, started bringing hot lunches to his office.

The learning process began. First the soldiers, most of them in their 20s, learnt that the Government had \$5m in the central bank and that it owed \$700m in foreign debts. A former Finance Minister under Tolbert, an adviser to the revolutionary Government before leaving to live in the United States, endeavoured to explain delicately to the sergeant that he had to raise the price of petrol.

Initially, Sergeant Doe held to his promise to freeze prices. Exasperated, the financial adviser finally said: "You don't sign this paper, country go bloody." The sergeant signed. Petrol prices have doubled, to more than \$2 a gallon.

For a while it seemed to Liberia's educated elite that the country was being run by the "Keystone Cops." The head of state threatened the national soccer team with imprisonment if it did not win a match with Gambia. The match ended in a tie.

About 700 civil servants were jailed but most were freed within a few days and charged \$8.50 for each day of their incarceration, \$3.50 for a light bulb and \$5 for water.

Corporals used their guns instead of their tongues to a resolve arguments. A vast although undisclosed number of skilled Liberians emigrated.

The military took over many of the smart houses in Monrovia. They took the screens off the windows of the house that had belonged to Charles Cecil Dennis, the former Foreign Minister, who had been executed. The next-door neighbour asked why. "To let the chickens in, of course," a corporal said.

The People's Redemption Council wrecked so many cars



Master Sergeant Doe: More aware of his responsibilities.

say, the sergeant himself at last has a grasp of how tenuous Liberia's economy is, although not much of an idea of how to stabilize it beyond seeking loans.

The nation's monthly revenue, mostly from iron ore and rubber, is about \$17m. Its monthly expenditures are about \$30m, including \$7m in debt repayments. Last month Liberia barely avoided bankruptcy with a hastily assembled United States emergency grant of \$7m. This month four foreign banks managed to put together a \$4m loan to get the Government over the hump.

To his credit, Sergeant Doe has taken some steps that have brought him a degree of confidence from international bankers. The new Government agencies that they cannot ask for any additional money.

He has also frozen Government hiring. This month, the Government will start making deductions for mandatory national savings bonds from all salaried employees. The bonds are expected to raise a quick \$50m. They are to be paid back to the employees, with interest, in five years. The policies help persuade the International Monetary Fund to provide Liberia with \$85m.

Sergeant Doe reportedly said that he would like nothing better than to return Liberia to civilian rule, but that he wanted to pull the country out of its economic mess first.

"I want you to talk to the master sergeant," Mr George Boley, executive assistant to the head of state, said to an American correspondent recently. "I want you to see we are not nincompoops. And I want you to see the barracks. The reason the soldiers are in town is they don't want to be in the barracks. No water at all or muddy water. Their children have diarrhoea."

As it turned out, Sergeant Doe had a cold. When a journalist got into his office, tape recorder in hand, the sergeant said: "Cut the tape. Cut it." Then he explained that he would like to chat for two hours, but felt too ill to talk for one minute. The interview was over.—New York Times News Service.

Moreover, western diplomats

Assam oil resumes flowing to all India

From Trevor Fishlock Delhi, Jan 29

The blockade of Assamese oil has been ended after 13 months. The restoration of supplies to the rest of India seems to mark a significant change in Assam's troubled social and political climate.

The stopping of oil supplies was the most important and damaging of the sanctions applied by student agitators in their long struggle against the central Government.

Other raw materials, like jute and timber, were stopped from leaving Assam, in a virtual rebellion by the students against the Delhi Government.

The trouble came to a head when the Assamese demanded that Bengali immigrants into their state should be repatriated, claiming that they were being swamped by the newcomers. But their campaign against the people they have always termed "foreigners" also has its roots in a number of grievances. For many years the Assamese have felt themselves neglected by the central Government.

The agitation attracted widespread public support in the state last year and led to violence and bloodshed. Disorder and the loss of oil supplies (Assam provides more than a third of India's domestic oil production) created a problem for the Government.

The Government has avoided direct confrontation with the agitators and has sought to bring the trouble to an end through talks and by allowing the passage of time to cool the agitation.

An army operation last November to flush stagnating oil out of pipelines running from the Assamese oil fields to a refinery in Bihar state was carried out successfully and without violence.

Now, thousands of Oil India employees have been persuaded to go back to work. They have been warned that they are risking their jobs.

The political atmosphere is, however, still unsettled.

South African troops 'posing as terrorists'

By David Spanier Diplomatic Correspondent

South African military operations in southern Angola are not only being carried out by regular forces, but also by covert units posing as guerrillas, it was alleged yesterday. The undercover attacks were aimed against the local population as much as Swapo.

Reports by a British mercenary, who claimed to have taken part in terrorist action with the covert South African forces, were given on ITV last night and in The Guardian.

Rejecting the reports as an attempt to commercialize a fabricated story, the South African Embassy in London said last night that no value could be attached to the allegations.

The policy of South Africa, the Defence Force said, was stated, was to avoid Angolan troops and civilians, while tracking down and eliminating Swapo gangs based in Angola. Angolan forces had been repeatedly warned of the consequences, if they became involved in clashes, the embassy said.

While not commenting directly on the reports, the Foreign Office said that the British Government continued to urge restraint on all sides. "We cannot condone any such

activities by South African forces in Angola and we of course condemn any such activities by mercenaries", a statement said. The reports emphasized the urgent need to reach a negotiated settlement on Namibia.

"One-sided report": A South African military spokesman said he was not prepared to attach any value or even comment on the allegations of the self-acknowledged deserter, who is obviously trying to commercialize on these allegations.

While conceding that South Africa crossed the Angolan border during follow-up or hot pursuit operations, he said that these operations were aimed against Swapo and not the Angolans.

South Africa had repeatedly stated that it was not at war with Angola and tried to avoid Angolan troops while tracking down Swapo, he said. It was strange that the television company responsible for the report was prepared to transmit "such a one-sided report while the whole world was aware of the murders, landmine explosions and kidnappings of innocent and unarmed people in Ovambo".

Flood toll rises above 120 at Laingsburg

Cape Town, Jan 29.—Mr P. W. Botha, the Prime Minister, flew to Laingsburg today to survey the damage caused by Monday's flood and watch the relief efforts.

The trip came as another body was recovered, bringing the known death toll to 15 people. Another 105 people are missing and believed to be dead. Mr Botha, who arrived by helicopter, met by town officials.—UPI.

Train drops into river killing 11

East London, South Africa, Jan 29.—A passenger train which jumped the tracks at it passed over a bridge early today, plunged into the shallow Kei river, in Cape Province, killing at least 11 people and injuring more than 100. All the victims were black.

Ten hours after the crash rescue workers were still trying to release passengers.—UPI.

Nigerian MPs screened by riot police

From Our Correspondent Lagos, Jan 29

A special joint session of the Nigerian Parliament began in Lagos today with strict security. Armed guards ringed the building blocking access and riot police were reported to be screening the legislators inside.

This came after scenes of violence and unparliamentary behaviour yesterday when the joint sitting was first attempted. It has been convened to resolve radical differences between the Senate and the House of Representatives over President Shagari's revenue allocation Bill. This seeks to establish new principles on which all revenue is to be divided between the Federal Government, the 19 state governments and more than 300 local governments.

Black workers forfeit jobs in strike over pensions

From Our Own Correspondent Johannesburg, Jan 29

About 1,500 black workers at the Firestone factory in Port Elizabeth have lost their jobs as a result of a strike over pensions.

The management said they had dismissed themselves because they failed to turn up for two shifts yesterday and one this morning. In an ultimatum issued yesterday, the company said that workers who did not report for duty would be considered to have resigned. Only about 30 turned up.

The workers, who started their strike at the beginning of this week, have refused to accept their dismissal, and have gathered for the past two days on wasteland outside the plant.

The dispute was sparked off by opposition to new pensions

legislation proposed by the government, under which employees may not withdraw their pension money until they are aged 65.

Yesterday the government exempted Firestone from the proposed legislation, but the workers say they will not go back until their pension money has been paid. The earliest that can take place is February 11. "We do not trust either the government or the management," Mr Welcome Vimbis, leader of the workers' negotiating committee said.

Other grievances include pay differentials between unskilled white and semi-skilled black workers and dissatisfaction with the Housing Committee composed of workers and management which the workers have rejected as a "stooge" organization.

Inquiry demanded into lost ferry

Jakarta, Jan 29.—Indonesian members of Parliament have called for an investigation into the sinking of the ferry Tampomas II, which went down on Tuesday with the loss of more than 400 passengers and crew.

There have been allegations of corruption, lack of safety measures and incompetence in the rescue operation.

The call came after officials admitted that the ship was unable to send any distress signals when it caught fire in the Java Sea two days before sinking. Mr Rusmin Nuryadin, the Minister for Communications was also urged to resign.

The Tampomas II sent no distress signals until another ship belonging to the Peln National Shipping Company arrived on the scene by chance only seven hours before it sank.

Latest official figures said that 669 people had been rescued. A further 457 were said to be either dead or missing, but critics believe that this figure could be much higher because of the allegations of selling unauthorized tickets and rocketing the fares, with the

result that ships are loaded far beyond the permitted maximum capacity.

Other doubts were raised over the purchase of the 6,139-ton ship seven months ago for \$3.3m (\$3.3m) from the Japanese Komodo Marine company, which MPs alleged had declared it unfit for use.

Questions were asked in Parliament when the Tampomas II had engine trouble on its first voyage under the Indonesian flag after it had been bought for Peln by the Merchant Fleet Development Agency (Pann).

The controversy over the sinking was increased by a newspaper report that the captain of the Tampomas II had warned officials his ship was being overworked.

The newspaper *Sinar Harapan* reported that Captain Abdul Rivai had said in an interview before the disaster that the Peln Company maintained the ship in bad condition and ran it too hard.

"Although I complained, Peln management kept on pushing to have the journey concluded in eight days," Captain Rivai said.

Peln officials rejected the charges and said the ship was in perfect condition at the moment the accident occurred.

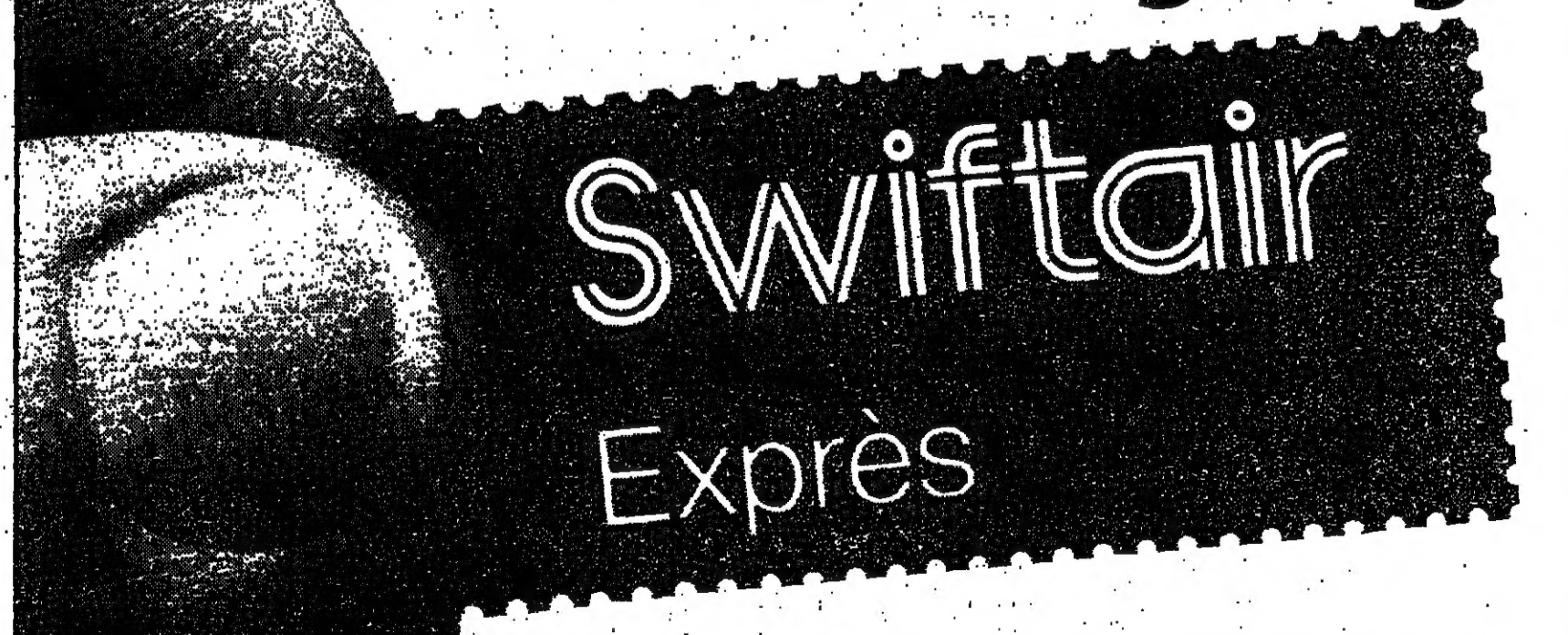
The search for survivors of the sinking was called off today because of monsoon storms. "With such bad weather, we now have only very little hope to find any more survivors," a spokesman for the search operation said.

First reports from the survivors indicated that the fire broke out early on Monday on the lower deck and quickly spread to the engine room. The ship was 200 miles from Ujung Pandang, the nearest port and its destination.

Bad weather hampered rescue operations and hundreds of passengers remained on board. On Tuesday an explosion ripped through the ship and the fire spread.

Two passengers said the crew distributed life jackets and people began jumping overboard as the heat became intolerable. "A large number of people must have perished in the fire or because of the heat and smoke which became progressively unbearable," a member of the crew said.—Agence France-Presse, UPI.

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PARLIAMENT, January 29, 1981

Concern over impact on UK car makers of Japanese factory project

House of Commons
The announcement by Mr Norman Tebbit, Minister of State for Industry, Government spokesman, that he warmly welcomed the proposal by Nissan of Japan to build a car plant in the United Kingdom, subject to a feasibility study, was not met by a similar welcome from the Opposition.

Mr Stanley Orme, chief Opposition spokesman for industry, said that it might have a detrimental effect on the Leyland-Honda deal and said that some of Leyland management had been dismayed.

Mr Tebbit (Waltham Forest, Chingford, C) said that the Nissan motor company had approached the Government to seek its views on the company's intention, subject to a feasibility study, to establish a substantial car-manufacturing operation in the United Kingdom.

The Government has given a warm welcome to Nissan's proposal, he said, and is prepared in principle to give them its approval subject to a study.

Nissan's proposals are to start building a car-manufacturing plant, including an engine-manufacturing facility, in a development area or special development area in 1982 and to begin production at the end of 1984, reaching the full rate of 200,000 cars a year by 1986.

It is Nissan's intention to achieve a very high local content in its production, he said, and to use EEC suppliers for many of the components at the start of production, to 60 per cent and the company's objective would be to increase this to 80 per cent as soon as practicable after full production is reached.

It is obvious that government policy is in confusion because of statements made this week.

What effect will this have on other firms based on production in the United Kingdom? Will they be supplied by imported cars—more than 800,000 cars a year—one would have expected this to do more to replace those than other British products, provided that British products are competitive and up to the mark.

The arrangement has nothing to do with the Leyland-Honda arrangements.

I do not know anything about any consultations. The company may be conducting a feasibility study.

There is no question about the installation of a British engine in the cars. If he heard my statement, he would have noted the reference to building an engine factory as part of the deal.

On the question of restrictions on the import of cars from Japan, these are not exports by Japan to Britain but it is a question of setting up a manufacturing establishment in Britain. I am sorry that Mr Orme does not seem to want jobs.

Mr Stephen Ross (Isle of Wight, L) warmly welcomed the statement and hoped it will materialise rapidly. If they do, he would be glad to see it well as to the EEC and we would lose it, just as we lost Mitsubishi.

Mr Tebbit: That question of import controls will be a matter for the feasibility study. It is not for me to discuss that.

One hopes that the cars which will be built in Britain if this scheme goes through will be sufficiently competitive and there

will not be the need for such a large import from Japan. It will not cover the whole market range but it will obviously go to the heart of what are at present imported cars.

Mr Henry Miller (Bromsgrove and Redditch, C): While any new investment and new jobs must be welcome, there are still a number of questions which his statement has not fully answered.

For United Kingdom components, 60 per cent is an inadequate figure from which to start because it is not possible for components to be imported from Japan to recover lost ground. This is one of the main objections to the BL-Honda deal.

There must be concern about the time scale of the project. Under the terms of the deal, Nissan is to start production in 1982 and to reach full production by 1986. This is a long time to wait for the recovery of the car industry.

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Excellent prospects for further sharp reduction in inflation

Inflation had been substantially reduced and there were excellent prospects for a further sharp reduction, said Sir Geoffrey Howe, Chancellor of the Exchequer, said when asked when he expected to see the substantial improvement in the economy.

Mr David Winnick (Walsall, North, Lab): That is, as usual, a farcical answer. With inflation at the highest since the 1930s, with never-ending strikes, closures and bankruptcies, with declining business investment and manufacturing constantly being undermined, would he say he has seen a successful Chancellor of the Exchequer?

Sir Geoffrey Howe: His question orders on farce. We came into office at a time of mounting world recession, inflation rates that were rising rapidly and at a period when unemployment had been mounting higher and higher.

It is of crucial importance that we engaged in pay settlements that would reduce the part they can play in creating moderate pay settlements. That is the best way of reducing jobs.

Mr Geoffrey Rippon (Havant, C): There is no hope for the investment-led economic recovery strategy as need while minimum lending rate remains at its present level.

What is the intellectual case for any further increase in the long-term Government stocks at present interest rates which assume double-digit inflation for years to come and enormous costs to the public sector borrowing requirement?

Sir Geoffrey Howe: The continued issue of gilts is one of the methods that are sensibly and conventionally adopted for meeting the Government's borrowing requirement.

It is right to express his continued concern about the level of interest rates and that is one of the reasons why effective control of the size and volume of public spending and borrowing is so important.

Mr Richard Wainwright (Colne Valley, L): When is he going to recognise the grave damage to the

economy caused by the severe decline in profitable exporting from this country?

Will he take steps to discourage inflows of foreign capital which serve to increase the value of the pound and thus the international exchange?

Sir Geoffrey Howe: The question of the inflow of foreign capital has arisen many times and has been discussed in other countries shows it is not sensible or possible to try to stem flows of that kind.

The dominant cause of the decline in competitiveness has been the rising level of unit costs over many years and it is by lowering that rate of increase in unit costs by making a pay settlement which we can most effectively and surely offer the best prospect of maintaining export markets.

Mr Brian Mawhinney (Peterborough, C): Substantial improvement to the economy will be inhibited unless small firms have greater access to risk capital from the private sector at present.

Sir Geoffrey Howe: I endorse the importance of small firms and in particular their importance in creating new employment. That is one of the factors we have in mind.

Mr Peter Shore, chief Opposition spokesman on Treasury and economic affairs (Tower Hamlets, Stepney and Poplar, Lab): Unemployment is running at the rate of 2,400,000 and manufacturing output is down by 15 per cent since he took over.

The recent survey of the CBI showed that profits from manufacturing industry were lower this year than they have been before and that this will continue throughout 1981.

When does he expect that output in Britain will reach the level he inherited in May, 1979?

Sir Geoffrey Howe: He has not said. The CBI survey either thoroughly or selectively otherwise would not have said that the number of firms expecting an increase in unit costs is at its lowest level and that the proportion of firms expecting an improvement in the prospects for new orders, an improvement in output and in export orders has increased.

Civil Service Department retained

Mrs Margaret Thatcher, the Prime Minister, announced at a question time that she had decided to strengthen and improve the existing organization of the Civil Service Department rather than merge it with the Treasury.

She was replying to Mr John Bruce-Gardner (Knaresborough, C) who asked whether, in view of the evidence given by the Select Committee to the Treasury and Civil Service Committee she intended to proceed with the proposal to merge the Civil Service Department into the Treasury.

The Prime Minister said she had studied the committee's report closely and would be publishing the Government's response to it shortly.

Mr Bruce-Gardner: In the light of her answer what can we do to restore to the Treasury that measure of control over good housekeeping by the great spending departments of state which they lost when the Civil Service Department took charge of promotion at the top ends of the Civil Service?

Mrs Thatcher: I think Mr Bruce-Gardner is right. I am sure that it is since the establishment of the Civil Service Department public

expenditure has spiralled out of control.

Mrs Thatcher: I would not necessarily agree with that conclusion. I started off marginally in favour of merging the two departments but came to the conclusion that if we were to merge the two departments we would go on recognizing rather than dealing with the true problem which, as he correctly identifies, is effective control of public spending.

The select committee report had some suggestions to make about that and we hope to take up some of them. It is vital we have that control.

As to promotion, the topmost appointments come to the Secretary of State for the department and the prime minister. The day for it is important that we put in charge of these departments people who insist on proper control of public spending and effective value for money.

Mr Dennis Skinner (Bolsover, Lab): Does this mean that "Yes, Minister" has won again?

Mrs Thatcher: I do not think "Yes, Minister" refers to my administration.

Mr Kenneth Carlisle (Lincoln, C): The fact that last year saw the number of working days lost through strikes, etc., shows the realism with which the British people are facing the recession.

If we can keep this realism when we come out of the recession, productivity will improve, we will be able to compete better and new jobs will be created.

Mrs Thatcher: I agree that the news was welcome. We have an excellent strike record that has not been bettered for 41 years.

Will she give us an undertaking that this programme will go ahead whatever they may see there?

Mrs Thatcher: I think Mr Foot was in the House when Sir Keith Joseph made his statement about British Leyland in which he said that he would have referred to the EEC under the rules of the Commission which are rules which applied to the previous Government. I do not anticipate any difficulty.

Mr Foot: I do not recall that Sir Keith Joseph said that to the House. If I am wrong, I will happily retract. I still press the Prime Minister strongly on the matter.

We believe that it is essential that the backing for British Leyland should go ahead and the decision should be made in this House and not anywhere else.

will not be the need for such a large import from Japan. It will not cover the whole market range but it will obviously go to the heart of what are at present imported cars.

Mr Henry Miller (Bromsgrove and Redditch, C): While any new investment and new jobs must be welcome, there are still a number of questions which his statement has not fully answered.

For United Kingdom components, 60 per cent is an inadequate figure from which to start because it is not possible for components to be imported from Japan to recover lost ground. This is one of the main objections to the BL-Honda deal.

There must be concern about the time scale of the project. Under the terms of the deal, Nissan is to start production in 1982 and to reach full production by 1986. This is a long time to wait for the recovery of the car industry.

There is a question of restrictions on the import of cars from Japan, these are not exports by Japan to Britain but it is a question of setting up a manufacturing establishment in Britain. I am sorry that Mr Orme does not seem to want jobs.

Mr Stephen Ross (Isle of Wight, L) warmly welcomed the statement and hoped it will materialise rapidly. If they do, he would be glad to see it well as to the EEC and we would lose it, just as we lost Mitsubishi.

Mr Tebbit: That question of import controls will be a matter for the feasibility study. It is not for me to discuss that.

One hopes that the cars which will be built in Britain if this scheme goes through will be sufficiently competitive and there

Labour protests at minister's comments

Mr Harry Ewing (Stirling, Falkirk and Grangemouth, Lab) on a point of order following the Chancellor's statement on the Japanese car project, said: It would be easy to allow the minister's comment about the Japanese car project to pass almost unnoticed as it was a light-hearted remark, but MPs in all parts of the House are entitled to ask probing questions about it. The statement has been made—(Interruptions.) Should not Mr Tebbit, the Minister of State, withdraw that remark?

The Speaker (Mr Geoffrey Howe): Order. The whole House heard the exchange. The minister is responsible for his own statement.

Mr Ewing: I had hoped the minister would at least show the humility and get up and withdraw the remark. (Laughter.)

The Speaker: Order. There is no question of a point of order that has taken place. I am taking no further points of order on that question.

Mr Nigel Foot, Leader of the Opposition (Edinburgh, Lab): I am sure you are right. It is not a point of order. It is surely a matter of common sense.

The Speaker: Order. Even the Leader of the Opposition must obey the Chair. This is not a point of order. It is a matter of common sense. (More interruptions.) Order. I am not taking further points of order. Mr Robert Crier (Keighley, Lab): You are not a dictator, you know. You are a chairman.

Mr David Winnick (Walsall, North, Lab): I trust we have the right as MPs to raise what we consider an important issue. If you want to say in effect that what I am saying is not a point you will do so.

I thought we had the right in this House to put our point of view and that the House of Commons is a place where we can be subjected to intimidation by a minister.

The Speaker: Order. He tries to keep quiet with which I have already dealt.

Mr Crier: Point of order.

The Speaker: I would regard it as a gross discourtesy to the Chair if anyone is dealing with a question I have already ruled upon. I warn him I shall regard it as such.

Mr Crier: It is a different situation to the one you have already ruled on. You may recall that I was a minister at the Department of Industry when the legislation was introduced which gave a right to the assisted areas in the 1972 modified by the 1975 Industry Act.

That legislation does not allow a minister to use his discretion in a way which would be a matter for the Chair to prevent that occurring.

The Speaker: Order. I have not heard such statements before. I am not taking points of order. I have already embarked on the business of the day.

Bill to stop sale of pets in street markets

House of Lords
A private member's Bill to ban the street trading of pets was given a second reading, although it did not receive Government support. Lord Belstead, Under-Secretary of State for the Environment, said the Bill was directed at pet trading at Club Row, Tower Hamlets, where the sale of dogs and cats was being imposed by the RSPCA and the British Veterinary Association.

Lord Belstead said he had been told by the local commander that everything possible was being done by his officers to prevent the sale of pets in the street. In addition, RSPCA officers were also in regular attendance.

The borough council was aware of the problem and their evident concern had prompted their environment health department to impose from this month, stricter controls on the sale of pets in the street. He believed would be in line with the recommendations of the RVA.

The Bill would end all street trading of pets in the public area of business street traders who were properly licensed to sell animals. The Bill would hit far more than its target, which seemed to be Club Row, where the sale of dogs and cats was being imposed by the RSPCA and the British Veterinary Association.

There were strong views as to whether this form of selling animals was conducive to responsible pet ownership. Many puppies and kittens were bought as a passing fancy, but when they became an obsession or chore were disposed of.

People would think twice before

buying a pet if they had to go to pet shops or kennels first. Many pets destined for laboratory experiments were bought at such markets.

He had been to Club Row at Tower Hamlets where pets were sold in an open market, and he had seen the RSPCA and the British Veterinary Association.

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People would think twice before

PM puts total cost of jobless at £2,300m

According to her memory the estimated cost to the national insurance fund of unemployment benefit this year would be about £1,000m, which she said was £1,000m more than the £1,000m for social security of about £1,000m. Mrs Thatcher, the Prime Minister, said she was not sure of the exact figure but she was sure it was in the region of £2,300m.

Mr Stanley Gower (Rotherham, Lab) said that earlier during the question time he was told that the Government had no idea of how much unemployment was costing public funds.

Will Mr Thatcher (he said) instruct his Treasury ministers to find out because if they do not know, how can they justify their policy that it is better to pay people to be unemployed than to pay money into industry to keep them in jobs? (Laughter.)

Mrs Thatcher: If one had to pay to abolish unemployment, it would then if their wages were to be greater than unemployment benefit this would be a greater cost.

If you have to pay people to pay tax back to you, then there really is no benefit.

Mr Michael Foot, Leader of the Opposition (Edinburgh, Lab): Before we have the important debate on unemployment next Thursday can we have a statement from the Government giving full details of the cost of unemployment?

Mrs Thatcher: If MPs put down questions for an appropriate answer they will get all the statistics available.

Earlier, when Mr David Wigley (Cardarville, Lab) asked the Prime Minister to give an estimate of the PSBR, Mr Leon Brittan, Chief Secretary to the Treasury, said MPs should wait for the Budget statement.

Mr Wigley: When the statement appears the likely figure will be about £10,000m and £12,000m. It will be even more if unemployment keeps rising as it is.

The average cost of keeping someone out of work is £5,000 or £6,000 a year according to some figures as opposed to someone being in work.

The Government should consider giving help to all schemes to keep people in the country and put out of the country or helping small companies in the private sector. Unemployment costs lead to the large PSBR.

Mr Brittan (Cardarville, Lab): The average cost of keeping someone out of work is £5,000 or £6,000 a year according to some figures as opposed to someone being in work.

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average figure is probably nearer £3,500.

But because it costs that to the Exchequer it does not follow that by spending comparable sums it will be better to pay people to be unemployed than to pay money into industry to keep them in jobs? (Laughter.)

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Language test for immigrants remains

The British Nationality Bill was read a second time today by the House of Commons. The bill would require immigrants to pass a language test before they could be granted citizenship.

Mr John Tiller, an Opposition spokesman on home affairs (Lambeth, Lab), said the bill was in many ways devalued the British passport by treating it as a three month admission ticket for those living abroad and a pass out ticket for those wishing to get back if they went abroad. It was a disgrace that the bill should be introduced in the House of Commons at this time.

Mr Timothy Raison, Minister of State, Home Office (Aylesbury, C) said it had been agreed that the bill should be introduced in the House of Commons at this time.

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Black economy costs Exchequer £3,000m

A common thread running through all reports of the Public Accounts Committee in the last session of Parliament was the all-party desire to have the most cost-effective way of raising the revenue needed to run the country.

The Revenue has been asked to consider the possibility of a new tax on the black economy. The Revenue has been asked to consider the possibility of a new tax on the black economy.

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Investment and fair reward in N Sea

Sir Geoffrey Howe, Chancellor of the Exchequer, said that during consultations with the industry he would be doing everything possible to bring a right balance between promoting investment and giving a fair reward to investors.

Sir Geoffrey Howe (East Surrey, C) indicated that consultations with the industry were in progress and were likely to continue for some time.

Due regard will be paid (he said) to all representations made to me on the prospective changes in the North Sea oil regime when I frame my Budget.

Mr Richard Douglas (Dunfermline, Lab): Because of the nature of these discussions and the timescale involved, it is inevitable that there will be a delay in reaching a decision on investment which would be forthcoming from companies as borrowers in the North Sea is likely to be a matter for the Chair to prevent that occurring.

The Speaker: Order. I have not heard such statements before. I am not taking points of order. I have already embarked on the business of the day.

Economic debate next week

The main business in the House of Commons next week will be: Monday: Education Bill and Insurance Companies Bill, second reading. Tuesday: Debate on Opposition motion on poverty. Wednesday: Industry Bill, remaining stages. Thursday: Debate on the economic situation. Friday: Private Members' Bills: Freedom of Information Bill, second reading. The main business in the House of Commons next week will be: Monday: Wildlife and Countryside Bill, committee (second day). Tuesday: Wildlife and Countryside Bill, committee (third day). Wednesday: Debate on Government criticism of the public sector. Thursday: Energy Conservation Bill, report stage. Deep Sea Mining (Temporary Provisions) Bill, committee. Town and Country Planning (Minerals) Bill, committee.

Hopes for Tate and Lyle refinery in Liverpool

Earl Jellicoe, chairman of Tate and Lyle, put forward two alternatives which, if accepted, he said, would save the company from having to close its Liverpool refinery. He was speaking in a debate on the consequences of the closure for the continued access of raw cane sugar from Commonwealth countries.

He said that if it was possible to import 950,000 tonnes of sugar from the EEC Commission to be accepted, there would be no need to close the refinery.

Alternatively, if it were possible for arrangements to be worked out that limit were exported, there would be no need for the refinery to be closed with all that meant for the people of Liverpool.

Earl Jellicoe, Minister of State for Agriculture, Fisheries and Food, said the total United Kingdom consumption of sugar had fallen from 2.7m tonnes in 1974-75 to 2.3m tonnes in 1980-81.

The optimistic aim of about 1.3m tonnes of sugar was going to be produced from sugar beet in the

United Kingdom had had to be revised.

The present United Kingdom quota under the European Community sugar regime is 1.32m tonnes and the Government was prepared to accept a substantial cut in it if reduction could be made for all member states on an equitable basis.

The minister had indicated that in a satisfactory settlement he would accept a United Kingdom quota of 1.15m tonnes which was about the United Kingdom production potential.

This should permit a reasonable balance between the interests of the beet sugar and cane sugar producers.

The Trees (Replanting and Replacement) Bill was read a second time.

Liberal's Bill to change voting rights rejected

United class of people who were able to maintain two or more residences.

The Bill would require every elector who had a second home to choose or declare which was his main or principal residence. He would then be entitled to be entered on the electoral register in that area.

Lord Balfour of Inverchey (C) said it was a bad Bill. A man might have a house in London and considerable agricultural interests in Scotland but his principal residence there was a small cottage. The Government of the day might make

some extreme proposals for Scotland.

Lord Underhill (Lab) for the Opposition, said in some constituencies large numbers of people were registered as second home owners and affected the result in a marginal constituency.

A person could decide in which constituency to exercise his vote. The person concerned asked him, "Where can you vote be exercised to the best advantage of the party I want to support?"

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Inquiry costs £1.7m

Mr Arthur Lewis (Newham, North-West, Lab) asked the Home Secretary to make an interim statement on the progress of the inquiry into the Crown Agents' public funds.

Mr Timothy Raison, Minister of State, said in a written reply: Up to January 27 the tribunal has heard evidence on 254 days; in addition it has met in private on 74 occasions. It has also heard evidence on 254 days; in addition it has met in private on 74 occasions. It has also heard evidence on 254 days; in addition it has met in private on 74 occasions.

The hearings are likely to be completed next week and the tribunal is expected to report towards the end of this year.

Actual expenditure on legal costs to date amounts to approximately £7m and total expenditure to the end of December was £17,000. These figures do not include the cost of the Treasury Solicitor's staff, fees for which bills have not yet been submitted or bills for approximately £2m which will be submitted in the next few days. No allowance has been made for the cost of accommodation for the hearings in Government buildings. These figures do not include the estimate of the final total costs of the tribunal.

FIVE THICK COATS STOP YOU CATCHING A COLD.



The way some cars are built these days it's not surprising that bad weather eats right into their bodies. And suddenly you have a two-tone car. Your original colour plus a new one. Rust.

But Saab 900 Sedan owners won't have such a problem. That's the Turbo version racing up that Scottish mountain-side. Like all Saabs it's been given five thick coats before it sees the cold light of day.

The first combination of two anti-corrosion solutions is followed by a second coat, an electro-coated paint primer that gets into all those cracks and crannies that rust usually gets into.

The third coat is an anti-chip treatment, so gritted roads won't leave you gritting your teeth.

The fourth is an undercoat. And on top of this goes the fifth, the top coat.

Finally, just to seal everything, a three

course underseal is applied.

Perhaps we should claim these are coats six, seven and eight, but to be honest they're more underwear than an overcoat.

It's a body treatment that prompted Bodyshield, one of Britain's leading rust protection companies, to state that there wouldn't be much business for them if all cars were built like Saabs.

Of course being born in Sweden does help. Fighting Nordic conditions has given birth to many other features to beat the cold.

Take the heating system. The heated fresh air flows into the interior through no less than twelve inlets and a three-way control directs the heat to wherever you need it most. A unique air filter also stops minute particles of dust and dirt filtering in. (In summer it even stops pollen.)

The Turbo has also got its own loft

insulation, with a thick glassfibre padding that insulates against cold and noise.

Then there's something that both driver and passenger will quickly warm to. On the Sedan Turbo, both front seats are electrically heated. We realise that if a driver's not comfortable he'll soon lose his grip.

Of course with Saab's rally-proven front wheel drive there's little chance of the 900 Sedan losing its grip, even in the most treacherous conditions.

To appreciate its sure footedness you've got to drive one, but it's probably best summed up by one of Britain's best motoring journalists when he said "as for cross-country driving—the Saab can make a conger eel seem arthritic."

We at Saab would go a stage further. We're sure that if any car manufacturer tries to outstrip a Saab 900 in winter, they'd be destined to catch a cold.

SAAB

Geoffrey Smith

The strategy that could stop a third party

The air is full of protestations from Labour right-wingers who do not intend to leave the party. They are going to "fight, fight and fight again". They are determined to reverse the judgment of Wembley when they get to Brighton in the autumn. They are going to make the Labour Party a home fit for social democrats to live in.

There is no doubt that they mean what they say, but can they do what they promise? In setting about this task they have two principal disadvantages and one considerable asset. One disadvantage is that the more evidence accumulates of support, or even potential support, for a new party the more right-wingers will drift away from Labour—and every defection will reduce not just the numbers but the spirit of those who remain.

Already the Council for Social Democracy has won the commitment of more MPs than many people had anticipated. Most predictions had suggested that instead of 11 signatures from the Parliamentary Labour Party the number would be in single figures. There were no last-minute withdrawals and there is the possibility that when the new party goes public at the end of May or early June one or two more MPs may be then be on board—and still more if constituency parties run riot in desecrating sitting MPs.

One may expect the names of some hundred supporters for the council to be announced towards the end of next week. There will not be another MP among them; but the list will include a leading figure in local government, as well as others active in that field, and probably a leading trade unionist, with others who play a part in union affairs at regional or local level.

Labour, therefore, faces the danger of a continued seepage from the party in the country, which would reduce the chances of the right fighting back. The danger is increased with the publication of every opinion poll suggesting a bright future for the social democrats, or a social democratic alliance, or a new centre party. Whether the assumption of the poll is politically realistic or not, there is none the less the psychological effect.

A still more serious problem for right-wingers hoping to fight back within the party is that they have so often promised to do so before, and have failed to deliver. The forces have not been mobilized effectively. The balance of power on the National Executive Committee have failed because the leadership of a key union has not been able to control its delegation; or the unions have not been pre-

Right-wingers have failed to fight back before, but their forces have not been mobilized effectively

pared to give such priority to the affairs of the Labour Party as to upset the intricate pattern of deals between them covering the industrial as well as the political field, whereby a union will vote for another union's nominee on one committee in return for its own person being backed elsewhere; or there has been a failure of cooperation between the party leadership and sympathetic union leaders.

An example of this occurred in July 1979. A lunch was held at the Charing Cross Hotel with Mr James Callaghan and most of the moderate leadership of the TUC. In a group of about a dozen there were, apart from such obvious figures as Mr Terry Duffy of the Amalgamated Union of Engineering Workers and Mr Frank Chapple of the electricians, Mr Gerald Eastwood of the pattern-makers, Mr Hector Smith of the blastfurnacemen and Mr Bill Sims of

the steelworkers. Mr Tom Jackson, who would presumably otherwise have been there, was in hospital.

The intention was to seek broad agreement on the agenda for the TUC and Labour Party conference that autumn—which included the issues which have come to plague the party, such as the reselection of MPs and the method of electing the leader. As the lunch proceeded the discussion took a broader turn on the general influence of the left. Mr Callaghan was quite encouraging, but indicated that he did not want to be in alliance with one segment of the party only.

None the less he agreed to attend a dinner with roughly the same group later that month at Dartmouth House, the headquarters of the English-Speaking Union. One change, though, was that, whereas on the first occasion there was a senior representative from the General and Municipal Workers, who said that he would

be reporting back to Mr David Basset, there was nobody from that union for the second gathering.

At the last minute, however, a message came from Mr Callaghan that he was unable to attend. Mr Duffy remarked to the company that he knew where Mr Callaghan was—the significance of this comment becoming apparent when Sir John Boyd, the general secretary of the AUEW, joined them for coffee.

He had been at another dinner, where Mr Callaghan had been with Mr Mass Evans, Mr David Basset, and Mr Clive Jenkins. Mr Duffy, having been invited to that dinner as well, had sent Sir John in his place to keep an eye on things, while himself remaining loyal to the first group. At this news there was an explosion of wrath with Mr Callaghan from Mr Chapple and others.

This episode destroyed confidence between Mr Callaghan and most, though not all, of this group. There were no further collective meetings of that nature and the Evans-Basset-Jenkins troika failed to deliver for Mr Callaghan. It was not the first time that a party leader had failed to discern who his real friends were among the union leaders.

During the recent leadership election Mr Healey's supporters were eager to portray him as a man of the centre, not the right. Now he

is making more robust statements, but will they be translated into action? Right-wing union leaders, led by Mr Duffy and Mr Roy Grantham of the Association of Professional, Executive and Computer Staff, are seeking at last to change the balance on the NEC at Brighton. Will they now succeed where they have so often failed?

Mr Roy Hattersley has been positively pugnacious outside the conference hall at Wembley and subsequently, but will he and others of like mind, who have been talking together anxiously in recent weeks, go beyond yesterday's statement of broad intent to organize seriously, even if informally, with specific objectives?

On past showing a degree of scepticism is justified in response to all these questions. Yet the right ought to have one big advantage in fighting back: electoral logic is on their side. The obvious strategy for Labour now to pursue is to undermine the new party that seems bound to emerge by itself moving to the right.

Unless it does so it will be giving the social democrats every possible encouragement and the Conservatives every hope that unless they make a complete mess of the economy they will be returned to office at the next election.

Black journalists in the firing line

Derrick Thema, a black journalist on the Johannesburg Star, describes black reaction to the enforced closure of South Africa's two largest black newspapers.

Far from maintaining order and stability and countering efforts at creating a revolutionary climate in South Africa, the Government's closure of *Post* and the *Sunday Post* has reduced the prospect for peaceful change.

The closure has been received with anger and dismay by blacks who, in a country where all newspapers are white-owned, regarded *Post* as their authentic voice.

Post, staffed by a new breed of black journalists who see themselves first as oppressed blacks before being journalists, had invariably supported black consciousness ideas.

As a voice for black consciousness proponents, it provided a healthy platform for the pent-up feelings and aspirations, the anger and the general thinking of blacks.

The closure of *Post* will widen the communications gap between government and blacks. It will also increase black frustrations.

Coming at a time when the State Commission of Enquiry is hearing evidence about the role of the mass media in South Africa, the Government has destroyed any illusion about maintaining the freedom of the press. With so many laws restricting press freedom already in existence, the opposition English-language press may find itself the next victim of Government action. The message is a terse one: the Government will not hesitate to silence dissidents.

The Government's action against *Post* underlines the belief that only timid blacks will be tolerated.

The closure of *Post* shows the insincerity of the Government's claim that it is working towards a veritable (sanitized) dispensation for blacks.

With the voices of reason already thinning, the Government has unwittingly driven even those blacks who still advocate the politics of conciliation into the militant African National Congress.

Black journalists have increasingly found that their journalistic commitments are indivisible from their political convictions. They no longer accept the concept of "objective reporting". To blacks, objectivity is an outmoded myth.

It is for this reason that the black journalists' union, the Media Workers Association of South Africa (MWASA), has rejected even the white-owned "liberal" newspapers because they operate within the law and "it is impossible under South African law to tell the full story of what blacks feel".

Black journalists have drifted away from traditional journalistic standards. The emphasis has been on advocacy journalism, exposing inequities and enlightening black readers about what is right or wrong.

They now think that it is the duty of black newspapers to lead the community to "total liberation". This entails propounding the black consciousness philosophy.

A black journalist's lot is an unenviable one. He tries to reflect the feelings of the black community, yet within the strictures of prejudice or brutality without himself getting emotionally involved.

The recent MWASA strike at *Post* and the *Sunday Post* was more than just a labour dispute. It was an expression of anger at unfair labour practices.

Black journalists are products of radicalization caused by the Government's intransigence. The Government has two options—either to silence them completely or hear what they really feel and know. If it will no longer listen, the Government might as well call off the bluff about working towards a veritable dispensation for blacks.

Michael Binyon

The growing battle for the countryside

It is hard to judge to what extent the Government foresaw a rough passage for its Wildlife and Countryside Bill. Critics say it knew there would be controversy, and that is why the committee work devoted to it is largely on the House of Lords while the Commons attended to weightier matters. At all events, their lordships have tabled no fewer than 500 amendments, running to a page almost nine times more than the Bill itself.

It falls into two main parts, the first dealing with the protection of birds, animals and plants, the second with the conservation of the countryside. There are long schedules of species which are totally protected or can be killed only at certain times of the year or by certain methods.

For most conservation groups this is the less exceptional part of the Bill, although the Royal Society for the Protection of Birds is concerned about the methods proposed for the issuing of licences to shoot protected species if they can be shown to be damaging crops. "At present if a farmer shoots a protected bird and is taken to court, he has a defence

in law if he can prove it is a pest," Mr John Parslow, the society's Director of Conservation points out. "We think that is unsatisfactory, and so we are in favour of a licensing system. But we also think there is a danger of blanket licences being issued to shoot, say, Brent geese in a particular area, which would lead to uncertainty and anomalies. For instance people might be able to shoot them in West Sussex and not in East Sussex. We say that licences must be much more strictly defined."

The society also claims that the Bill as it stands does not meet EEC directives on the protection of certain species. One fear, although it diplomatically declines to say so openly, is that if Britain is not seen to be taking a strict line, governments of countries like France and Italy will be encouraged to turn a blind eye to the wholesale slaughter that used to take place of almost anything that flew. "Unless we play our part it will be difficult for us to object to the killing of songbirds in Mediterranean countries", was one comment.

In no sense does the society

represent an extremist view. Not only is it prohibited under its charter from commenting on the ethics of shooting game birds and wildfowl, but privately officials will concede that the sport brings some benefits to the countryside in that it requires, the retention of coppes, spinneys and hedgerows and discourages the draining of marshes.

That argument would be hotly contested by those who oppose all forms of blood sport for what often appear to be political motives. It is those same motives which now appear to be creeping into the debate on the countryside and which are forcing landowners and farmers into an increasingly defensive attitude.

Much that has been written and said lately has encouraged the public to believe that the countryside is being systematically destroyed to meet the needs of modern agriculture; that woods and water meadows, moorland and hedges are disappearing under the plough in order to produce heavily subsidized food surpluses which end up in the EEC's infamous "mountains". For their part, the farmers see themselves as being invaded by armies of con-

servationists with beards and storks, telling them how they should do their job.

The whole thrust of this Bill is anti-farmer and anti-landowner," Mr James Douglas, Director-General of the Country Landowners Association laments. Some of the amendments which have been tabled, such as those urging the extension of planning controls to cover agriculture, are far worse.

So far the more responsible conservationist groups, such as the Council for the Protection of Rural England, have rejected blanket planning controls. But

all the societies are united, with the support of the Nature Conservancy and the Countryside Commission, in demanding strict controls on what are known as sites of special scientific interest (SSIs).

There are 3,800 such sites in Britain, of which about 1,000 are so designated for their topographical features and the remainder because they are considered important wildlife habitats. Some are in remote and inaccessible areas and so not endangered, but more than half are considered to be vulnerable to agriculture or afforestation.



Countryside conflict: hunters hemmed in by demonstrators.

Putting the family first

Family Forum was strongly criticized by Ronald Butt in his column of January 22. Here the organization's chairman, Peter Bantomley, MP, explains its functions.

Sir Geoffrey Howe said in his address to the Family Forum first general meeting last November: "It would be hard to imagine an institution more central to our way of life, even today, than the family. Yet we take our own families for granted. In the same way, most of us do not think too deeply about what is happening to the family in general."

Your organization will help to prevent that kind of oversight. Progress in this field requires both thought and action. So I am particularly glad that you are aiming at a membership which should promote fruitful interchanges between the entire range of bodies—both national and local—which have a practical interest in the family. I hope, too, that you will offer a lead in clear-sighted thinking about the outlook for the family."

The Family Forum is designed to bring together people

concerned with families and family policy. The 70-member organizations cover a wide spectrum of service charities, councils of voluntary service, church groups, pressure groups and others which support the aims of Family Forum which are: (1) To act as a central body for the purpose of consultation in matters of education or public interest concerning families; (2) To bring together organizations and individuals interested in furthering this work; (3) To encourage the formation of local networks of organizations and individuals.

The first working groups covered five overlapping areas. Local family networks were discussed, looking at the need to bring families together with local professional and voluntary services and at how education for and about family life and the family life-cycle could be spread at community level.

The session on "voluntary organizations and families was

concerned with how services are responding to changing family needs and at picking up the opportunity to make help available earlier to families in trouble, reducing the need for crisis intervention.

The group on "representing the interests of families" saw Family Forum as part of a broad family movement, accepting the need and making the opportunities to involve families directly in the policies affecting them.

The group concerned with family policy and policies for families was interested in spreading research findings and professional expertise, insights and information for wider discussion and increasing family and public awareness of what is already known.

The last group looked at international links. How are family associations organized in other countries? What are the structures of family policy discussions in Europe and how

can we learn from the experiences in other countries?

All of this was designed to bolster families as the basic units in society. Members accept that the traditional definition of family—people connected by blood, marriage or adoption—covers nearly all of us nearly all of the time although family policy blurs into consideration of general domestic or household interests. My view is that it is neither Christian nor sensible only to regard families as containing two parents and their children. One of the advantages of the family perspective is that it brings in the family life-cycle rather than a photograph of society.

There are contentious issues in the family policy area. Family Forum recognizes that different organizations and individuals hold conflicting views on certain subjects. If they all share a concern and interest for families, Family

Forum can help by bringing them together rather than becoming a battle-ground.

In a discussion last year on the provision of contraception to under-16-year-olds, common ground was established in trying to reduce the number of children who feel that they cannot talk to their parents about their actions. Family Forum can work in many other areas to reduce avoidable handicap, distress and disadvantage.

Most professionals in social services, child guidance and family welfare services recognize that the sooner families in difficulty can get help, the more likely it is that effective assistance can be offered. Bringing these people together with families at local and community level will be one of the major tasks of Family Forum and that together with its educational role are the main reasons why trusts and the Department of Health and Social Services have

offered finance to Family Forum.

Family functioning has been shown to be vital by reports such as the Court report on Child Health Services, the Plowden report on Primary Education and by studies on areas as different as juvenile delinquency and the care of the elderly or handicapped.

Mr James Callaghan expressed a growing concern and interest in families during his time in office. Mr Patrick Jenkin, now Secretary of State for Health and Social Services said in an article for the Pre-School Playgroup Association, three years ago: "Family life is the bedrock of our society. If the family is to survive and flourish, benign neglect is not enough. We need consciously to protect and foster family life."

Family Forum can become a focus of the deep and widespread concern for healthy family life as it is lived in

Britain today with the hope of making life better for future generations as well as ourselves.

There have of course been criticisms that Family Forum is dominated by the old-fashioned and the same time is carrying the prejudiced views of the permissive groups in society. Its real function is to cater for the families in the middle, working for the people caring for their dependents.

Sir Geoffrey Howe finished his address to Family Forum last year with these words: "I hope that you will, as an organization, be at least equally vigorous in promoting the exchange of ideas on the practical provision at ground level of help and encouragement to families. A membership of the kind that you are aiming at will have an enormous fund of knowledge and experience about how local family and community support activities can be encouraged and mobilized to help families in trouble. I hope you will draw on this experience."

MOSCOW DIARY

Perhaps no one can be harder to track down than a Soviet official who does not want to be interviewed. He can erect all kinds of obstacles before he ever needs to give a flat no: and you can pursue him with letters and phone calls from office to office, town to town for months before you notice that you have returned to the point where you started.

But whereas foreigners tend to give up early in the chase, Soviet journalists are nothing if not persistent and Mr Ustin Malapagin was determined to get a straight answer from one factory director to what seemed to him a simple but important question: what constitutes working time? He wanted to write an article on a subject that has become both topical and controversial as the Russians, in a mood to root out inefficiency before the forthcoming party congress, are cracking down on skiving and absenteeism.

For three days he telephoned the factory to make an appointment. Each time a pleasant female voice answered that Boris Mikhailovich was out—he had just left, he had not yet arrived, he would be in after lunch, he was called to head

office, he was opening something, he was shutting something, was meeting a delegation, heading a delegation. . . . Anyway, call again please.

Malapagin decided the best thing to do was to go to the director's office in person and catch him. It turned out that the owner of the pleasant voice was a lady of uncertain age, hair colour and occupation who rejoiced in the name of Flora.

Her main task, it appeared, was to pick up the various different coloured phones on her desk and tell callers that Boris Mikhailovich was out. Soviet offices do not have internal switchboards. Instead the more senior the official: the more phones he has on his desk. They frequently all ring together. For the rest of the day she was engaged in four simultaneous occupations: typing, talking, listening and knitting. Flora did the work of a whole brigade of secretaries. In one day she told 76 different callers that the director was not in, knitted a maxi-pullover and a mini-dress, purchased—over the telephone—a kilo of mince, two much sought-after shirts—exchanging one for three ties—collected 20 kilos of waste paper for the city's recy-

cling scheme and got in return two volumes from a series of popular novels.

During the lunch break, leaving the patient journalist to the phones, she hurried off to the museum to have a look at the exhibition of Spanish art treasures. And on the dot of six o'clock she took her mince and two jars of pickled peppers out of the office fridge and bade farewell.

The next day the pattern was repeated, only on this occasion Flora knitted a pair of trousers, and instead of peppers she took home jars of pineapple. On the third day Malapagin made some progress, he twice spotted the directors' fur hat, and three times heard his voice over the intercom, but there was no time to catch an interview.

After a few more days the office staff got used to him: the porter no longer asked to see his pass when he appeared in the mornings, and he was persuaded to buy three office lottery tickets. At the end of the week he had already begun to take part in the daily morning exercises.

These "gymnastics", which the state earnestly believes will keep its citizens fit and fresh, still go on as they used to in

those beautiful old pre-war propaganda films. At 11.00 and 1.00 o'clock the radio plays special music, the windows are thrown open, everyone does tools and swings her body around behind her desk for 10 minutes.

But things were more relaxed in this office. At 11.00 they switched on the radio, opened the windows, and then all went into the corridor to smoke. Here the real business of the day was transacted standing for half-an-hour under the slogan "one minute of work saves an hour". The office staff discussed the digestive system of frogs, who was getting married, retiring or changing jobs. The belief that in 1981, the Year of the Cock (the Russians, like the orientals, have named each year after animals) it was bad luck to eat chicken . . . and so on.

Malapagin decided to put his question about working hours. Did smoking constitute work or not? Opinion was divided. One person opined that if the smoker stood on the steps of the factory, this constituted work, but if he smoked in the street, that was his free time. Another said the smoking interval was overtime and should be



paid double. But what about those who went to sleep in the office? Was that office time or personal time? The discussion was just heating up, when Flora announced that the director had arrived.

Now or never, he thought. He slipped across the road to get some chocolates and a bunch of carnations, and in a mood to brook no argument, pressed them on Flora.

"Oh you shouldn't have," she said. "Is it very, very urgent that you see Boris Mikhailovich? In that case, here are the directions how to get to him. Could you give him this also?"

Malapagin asked "which ministry the director was in now. Flora looked astonished. "Ministry? No, he's in the bath." She then explained that he wasn't in any ordinary bath, but one decorated with Brazilian marble. Like Pele's. There were angled showerheads, a bidet large enough for three and bath essence. "Who goes to the baths nowadays to wash himself?" she asked. "People go there for cultural enrichment and conversation."

No self-respecting factory was without its own bath, she went on. They had lost all sanitary and hygienic significance and were now an interdepartmental centre for cooperation in various economic sectors. No enterprise, however small, could function without its own bath, or as Boris Mikhailovich

more fashionably called them saunas.

She professed astonishment at the journalist's lack of understanding of Soviet business etiquette. Most transactions were nowadays conducted in the sauna, which was replacing the more traditional Russian wet-steam baths, because samples and equipment did not rust in the sauna's dry heat.

Malapagin's interview with the director was conducted on the highest level: the top bench of the sauna. "Working time?" he mused. "Well, supposing you were a director and an inspector arrived from the ministry, or the budget controller. You understand his function? So where should you wait to create a good impression, the right psychological atmosphere?"

In your office? I personally have a reflex action to shout at anyone I see in my office, in a restaurant? It could be misunderstood by those sitting next to a sauna, where there's no composure, no hints of bribery."

In any case, the director added, in the heat, the fresh aromatic air, the sparkling tiles, with the music of "Abba" playing gently in the back-

ground, any high official began to "melt". It was also a scientific fact that two naked people could understand each other better than two clothed people.

And afterwards, he explained, you arrange a fine feast of fish and delicacies in the conking-room, tell a few jokes, and time stands still—even on working time. Whatever problem the inspector brought down to the factory soon then disappears.

Malapagin confessed that he was nonplussed, and found it harder and harder to define working time. He wondered whether any factory could get along at all without a man such as Boris Mikhailovich. He took a cold shower, and decided to ask the kindergarten children how they would define working time.

His delicious satire, true in more details than any factory director would care to admit, not only gave his paper's readers a good laugh, but does much to throw light on the Soviet equivalent of the expense-account lunch. It doesn't sound too bad an idea, perhaps there is room for other journalistic interviews of this kind.

Michael Binyon



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DATSUN WITHIN THE WALLS

Reports that Nissan Datsun, the Japanese car manufacturer, is seriously looking at the possibility of setting up a substantial manufacturing plant in this country were confirmed yesterday. It is a development that may provoke an instinctive hostile reaction. After all, the Japanese domestic economy is notoriously resistant to major wholly-owned direct investment into Japan. There is very little such foreign direct investment and both government and the business community in effect insist that the bulk of it is in the form of joint ventures with Japanese interests.

There will also be those, already upset by the aggressive Japanese car export methods, who will see a Japanese manufacturing plant in this country as a Trojan horse placed inside the formal and informal barriers to Japanese car exporting that are in place. This entry into the domestic British market would become even more important if, as seems more than probable, there is a steady growth in protectionism for national car industries.

Such feelings are likely to be strong with our Common Market partners, particularly the French and the Italians. While ostensibly subscribing to the same general rules regarding free world trade in motor cars, as a matter of practice both the French and the Italians have

been largely successful in keeping any significant numbers of Japanese cars out of their markets. If Nissan Datsun establishes a major plant in the United Kingdom, it will have a spring board within the EEC from which it could launch a more effective attack in due course on Continental European markets. If the Common Market as a whole adopted further protection against non-EEC car imports, Nissan Datsun would already be within the defences.

Such sentiments, even if understandable, are misplaced. There is every indication that Nissan Datsun plant would be modern equipment and with high productivity. It must be in the best interests of this country to encourage modern and efficient industrial investment of this kind. There is no reason why a Nissan Datsun investment here should be seen in any way as being different to, say, the investments by Ford and General Motors. These American owned subsidiaries are accepted happily enough as being part of British industry. Indeed, compared to Ford whose British operations are very much now part of an integrated worldwide manufacturing system, the Japanese manufacturer would be making a larger percentage of its car in this country.

The argument being voiced in some quarters that it is wrong for

the Government to allow a Datsun investment while the tax payer is being required heavily to subsidize British Leyland is equally misplaced. So far as we know Nissan Datsun has not asked for any special government financial assistance, over and above that available to any new investment in a development area. The purpose of these standard elements of government help is to encourage useful industrial activity in areas of high unemployment, to the general benefit of the British economy as a whole. None of the other car manufacturers operating in this country are in a position to make the kind of investment that the Japanese are proposing. It can only, therefore, add to the average quality of British industrial capacity.

It must be to the advantage of the British balance of trade and to the economy in general that effectively the full advantage of the value added in the manufacture and assembly of these Japanese cars should fall in the United Kingdom. The only proper concern of the British Government in the transaction is to obtain undertakings that the maximum possible proportion of the new cars should be of British manufacture as soon as possible and to monitor progress and performance in this respect. This, equally, should be part of any general industrial policy towards foreign owned car manufacturers in this country.

FRESH APPROACHES OVER AFGHANISTAN

It is a pity that President Giscard d'Estaing should have launched his proposal on Afghanistan at the time he did and in the way he did. The timing was wrong, because the Islamic nations were formulating their own initiative at the Talf Summit, in the presence of the United Nations Secretary General, Dr Kurt Waldheim. The manner was wrong, in that the French President seems to have consulted neither the Islamic nations nor his European allies. Fellow Europeans, it seems, were merely "informed", which is less than adequate considering that the EEC has for some time been trying to evolve a common approach to a number of foreign policy issues, not least Afghanistan.

The French proposal probably has more to do with French politics than anything else. President Giscard produced his idea of a conference on Afghanistan during a television interview which was clearly related to the forthcoming presidential election in France. Having been widely criticized in France for his failure to restrain the adventurism of the Libyan leader, Colonel Gaddafi, in what was formerly French West Africa, President Giscard presumably felt he had to show that France could play an active and positive role in some other part of the world.

Whatever lay behind it the Giscard proposal is not without merit, and should not be dismissed out of hand. It envisages a conference on "foreign intervention in Afghanistan", with the participation of the Soviet Union and the other permanent members of the United Nations Security Council, plus the regional powers of South West Asia, and representatives of

"the Islamic community". The French proposal would exclude the regime in Kabul headed by Mr Babrak Karmal, which is rightly regarded not only by the Afghan rebels but also by the major Western powers as a puppet of Moscow.

The Afghan rebels fighting the Soviet occupying troops want to drive the Russians out by military means, and have little time for conferences and initiatives of any kind, whether they include Mr Karmal or not. The Islamic leaders meeting in Talf this week came up against this obstacle in trying to formulate their own proposal for an end to the Afghan crisis. Pakistanian officials say that they have received hints of "flexibility" not only from Moscow but also from Kabul. When the Pakistan President, General Zia ul-Haq, suggested at Talf that the United Nations official should be sent to Kabul to open negotiations, the four Afghan rebel factions represented at the summit objected vehemently.

There are signs, however, that the Islamic nations are impatient with the rebels' apparent inability to form a united front. There is also a feeling of irritation with the rebels' insistence that not only should Kabul be shunned, but nobody should talk to the Russians either.

Since the object of the exercise is to persuade the Russians to withdraw from Afghanistan, any conference which excludes them is not likely to have much impact. It is for this reason that the Islamic nations, while maintaining their support for the rebels' struggle, have resolved to approach Moscow, if not Kabul. To this end, the Talf Summit toned down previous Islamic

condemnations of the Soviet occupation, referring to "intervention" rather than "invasion", and calling for the withdrawal of "foreign forces". As the Pakistani Foreign Minister put it: "When you move into negotiations with a party, it is inappropriate to make condemnations."

The Islamic formula—like the French one—offers the Russians an opening. Indeed, despite the catch-handed way in which it was put forward, the French proposal is not inconsistent with the Talf Summit declaration. With the active backing of the United Nations, some movement toward ending the Afghanistan crisis could well be begun. If—as the Pakistanians have been urging—a United Nations emissary were to broach the subject in Moscow, he could do so on behalf of both the Islamic world and the West. It would still be necessary, to impress upon the Russians that no settlement is possible unless Moscow undertakes to withdraw its combat forces from Afghanistan.

The question is whether the Russians would wish to take advantage of such an opening. There is no sign of it at present. Ironically enough, in the long run it is the Afghan rebels rather than the West or the Islamic world who may force the Soviet Union to the negotiating table. Given the preponderance of Soviet power, the rebels are not likely to achieve the military victory they are seeking in Afghanistan. But they could, if united, make life sufficiently uncomfortable for the occupiers for a negotiated solution to become more attractive to Moscow than continued military stalemate.

Breath test controls

From Dr B. M. Wright

Sir, Having been actively concerned with the theory and practice of breath alcohol testing for the last 20 years, and the co-inventor of the Alcotest, a British-designed and -made machine now coming into use in Britain as a screening device ("breathalyzer") instead of the German Alcotest tubes, I welcome the letter from Mr T. E. Rymer (January 27), entirely agree with him that the concentration of alcohol in the breath is not a sufficiently reliable indicator to be used as the primary means of determining a person's alcohol concentration without any possibility of appeal (unless the reading is below the equivalent of 100mg/100ml blood).

The trouble is that the main source of error is not in the analysis of breath, which nowadays rivals that of blood in its accuracy, but in the uncertainty of the relationship between the breath and blood concentrations. The reasons for this uncertainty are complex, but its importance is shown by the well known fact that a valid breath alcohol test cannot be taken within 15 minutes of drinking because the residual alcohol in the mouth and throat can seriously raise the breath concentration.

The Home Office have spent many thousands of pounds and man-hours of work trying to find the perfect machine, but in spite of automatic print-out and repeated calibration (which are, in practice, an additional source of breakdown) they have not been able to improve the situation, because they have been barking up the wrong tree.

When I gave evidence to the Ellenborough committee I had the greatest difficulty in restraining them from going all-out for breath analysis. However, in the end they relented in favour of the Northern Ireland practice, which has been in operation now for 12 years, in which the accused is invited to plead guilty to the result of the breath test, but is free to ask for a blood test whenever the breath level. The Home Office and the Ministry of Transport are obsessed by the fear that this practice would lead to everyone asking for a blood test, but the evidence from Northern Ireland is that in 12 years no more

than 10 per cent have ever asked for a blood test and of recent years no more than 3 per cent.

The main objection to complete dependence on the breath test is, of course, its unreliability, but another important factor is, its effect on instrument design. As we have seen, no amount of sophistication of design will improve the situation, but manufacturers are only too pleased to provide it as it increases the cost of the instruments and so is good for business.

Once it is accepted that breath is not the final answer, much simpler and cheaper instruments can be used like the evidential Alcotest which has been operating in Northern Ireland for the last three years. A further advantage of making the blood option free will be, to simplify the required legislation, if the accused may plead guilty to the result of the breath test, which at present he cannot.

Yours faithfully,

B. M. WRIGHT,
93 Uxbridge Road,
Hertfordshire.

More than one mind

From Professor W. H. C. Frend

Sir, In the course of her long letter (January 23) Mrs Thwaites seems to suggest that "objective theological inquiry" should ultimately lead towards the goal of seeing "all Christians doctrinally of one mind". She clearly prefers this idea of Christian unity to that of "an ever more perfect relationship between a group of close friends", who nevertheless are "of more than one mind".

Rightly or wrongly, however, doctrinal unity has never been desired at any time in the Church's history. From the moment, within a decade of the Crucifixion, when Christians at Antioch preferred to call themselves "Christians" rather than "Nazarenes" as their fellows in Jerusalem came to be known, thus emphasizing the Hellenistic Jewish character of their community, the Ecclesia (Church) of the New Israel has been divided.

A generation before Constantine each of the major Christian communities, led by Rome, Alexandria and Antioch, was developing its own

interpretation of doctrine and discipline. Attempts, such as at the Council of Chalcedon, to heal the rifts and define Christian truth by means of doctrinal formulae failed. They were rejected instinctively by the great majority of Christians, who felt that their religious beliefs could not be expressed by neat formulations.

The divisions arising from Chalcedon and the Monophysite, Orthodox and Latin-Catholic traditions, remain with us today. And, in our time, similar approaches towards settling Anglican-Methodist and Roman Catholic-Anglican differences have had no success.

One wonders, then, whether institutional and organic unity corresponds to the life of his people throughout nearly 2,000 years of history. Identities, personal and collective, are precious possessions for whose preservation suffering and even martyrdom are acceptable.

Is it not better to travel hopefully as friends accepting the reality of our differences than to look for "a miracle" that would remove them? In human terms would not such an event merely place one individual or group in a position to dominate the personal lives of his fellow-Christians, and so begin the process of protest and schism over again?

Yours faithfully,

W. H. C. FREND,
Department of Ecclesiastical History,
The University,
Glasgow.
January 26.

Voice from the past

From Mr James Pilditch

Sir, Could you stand yet one more letter about "Tibby" Brittain? At Mons, about the time *They Were Not Divided* was released, RSM Brittain urged us cadets he was drilling to look straight ahead, not at him.

"If you want to see me," he cried, "go to the pictures". (Pause.) "I'll cost you half a crown". (Longer pause.) "Well worth it", he boomed.

Yours sincerely,
JAMES PILDITCH,
62 Cadogan Square, SW1.
January 27.

Thaw in trade with Russia

From Sir Richard Dobson

Sir, I have been waiting in vain for some more self-righteous person than myself to comment on the visit of a well-sponsored British trade mission to Moscow (reports, January 21 and 22).

Less than a year ago, in common with other members of the western alliance, we were showing our distaste for the Soviet invasion of Afghanistan by collective protest and at least token withdrawals from commercial and cultural intercourse with the United States, rather more than token.

Now we are all creeping back again, looking for business, though the Russians are still in Afghanistan and their worldwide political and military posture has by no means been visibly modified. On the contrary, so far from begging us to let them off the hook or expressing any contrition, the Kremlin is apologizing to its own people for letting us back in, on the grounds that they need Western technology.

Thus, having denied the Afghan people any material support, we are now withdrawing all moral support.

As an ordinary citizen, I am puzzled: both policies cannot have been right. If I were an Olympic athlete, or a non-Olympic equestrian, I should be positively cross.

Can we please be told what is going on and why?

Yours etc,
RICHARD DOBSON,
16 Marchmont Road,
Richmond,
Surrey.
January 25.

Lambeth's spending

From Dr A. C. Day

Sir, As a Lambeth ratepayer I read with interest the letter from Mr Ted Knight (January 26).

The real needs of Lambeth are indeed many, as Mr Knight indicates. What would be the characteristics of a council which would accept the need for a council house? It would surely make a clear distinction between the vital and the inessential in order to conserve all available funds for use in relieving the greatest need. It would maximize efficiency and reduce waste. It would avoid rates so excessive as to be a burden on the poor of the borough and so increase unemployment. It would seek to share any increased burden between ratepayers and ratepayers so as to raise the maximum revenue with the minimum of partiality or bias.

What would characterize a council motivated chiefly by a desire to make political capital? By wanton expenditure it would achieve its desired confrontation with the Government. The burden of excessive taxation would be placed almost wholly on the ratepayers' backs. There would be no concern for council house tenants. The blame would be laid at the door of the central Government. When economies are called for, the ratepayers would be assured that cuts would affect all peoples' homes and the like. On the other hand, various cuts which could be made would be dismissed as too trivial to implement.

Which kind of a council do you think we have in Lambeth? Is it really acting in the best interests of the borough?

Yours faithfully,
A. C. DAY,
23 Eastmore Road, SE21.
January 26.

Economic planning effects

From Professor G. C. Allen, FBA

Sir, In an effort to refute Professor Hayek's proposition about the "successful" free market economies and the "unsuccessful" socialist economies, Lord Kaldor (January 27) put forward the example of Austria, a socialist economy that has enjoyed fast growth, monetary stability and full employment. He described, with justified approval, the processes of consultation and cooperation among the various interests, private and public, in policy-making in that country.

The whole discussion raises doubts whether it is useful to debate the problem of economic growth and stability in terms of private enterprise versus state control. Is it not the kind of state intervention in the economy rather than the extent of it that is significant?

In this connexion, the example of Japan is relevant. Here is a market economy where the size of the public sector is very small, but where the Government has played a most important part in the formulation and execution of economic policy. I suggest that it is by distinguishing between constructive and damaging forms of intervention (judged from the standpoint of economic growth) that we may arrive at useful conclusions on this matter.

Those distinctions are not difficult to draw. What is depressing for Britain is that, given the distribution of political power in this country and the condition of our institutions, it is more than likely that government intervention, in the future as in the past, will be of the kind that is deleterious to economic progress.

Yours faithfully,
G. C. ALLEN,
15 Richey Court,
380 Banbury Road,
Oxford.
January 27.

Fresh look at milk

From Mr K. J. Tyler

Sir, We are glad that Mr Allen (January 22) enjoyed his fresh farm milk and suffered no ill effects. He is more fortunate than the people who were involved in several large outbreaks of enteritis reported during recent years. In those outbreaks unpasteurised milk from dairy farms was the medium by which the illness was transmitted.

Yours faithfully,
K. J. TYLER, Secretary,
The Environmental Health Officers Association,
19 Grosvenor Place, SW1.
January 23.

Power-base for a new centre party

From Mr Bruno de Hamel

Sir, I urge Mrs Williams and others to consider very carefully whether they do not need the Labour Party at least as much as it needs them at the moment.

Without them the growing resistance to anti-parliamentary forces within the party will be weakened. Without the party, who will they be; what will they become?

The prospects for the formation and survival of a fourth political party in this country are not rosy. The Liberals really do not want allies, except on their own terms. A shared electoral platform might attract some of the Poulisist-type sentiments that are presently in vogue, but the vogue will not last. The Council for Social Democracy, whatever this means, is not the sort of label the English take to. After the next election, this label is all that its supporters could be left with.

Meanwhile opposition within the trade unions and the Labour Party to the disastrous Wembley decision will be deprived of influential and anti-parliamentary forces will consolidate their position. The Labour Party will lose support, perhaps on a large scale.

Will the lost support be given instead to the Social Democracy Council? I doubt very much indeed. Only the Conservative Party is likely to benefit.

Speaking as a Conservative trade unionist, I do not believe such developments would be in the best interests of the country. The cause of parliamentary democracy needs the help of Mrs Williams and her friends where it will be most effective—within the Labour Party. I hope they will think again.

Yours faithfully,
BRUNO DE HAMEL,
35 Lennox Gardens, SW1.

Hostages agreement

From Lord and Lady Kennet

Sir, You were too hasty in saying (leading article, January 26) that a "number of social democrats have been invited to join the Labour Party". What Labour Party?

At Wembley, the militant/block vote left used the party's distorted mirror of a constitution to inflate themselves and to shrink almost out of existence the links with parliamentarism, democracy, with the constitution of the country, and with its own history and traditions. It is they who have been cutting not only "links" but roots.

The rest of us, who have not so done, must now look to the renewal of the Labour Party. The Council for Social Democracy is in no way the

start of a new, rootless, centre party: it is a new tree, long-wanted, now emerging from sound roots within the much battered Parliamentary Labour Party.

For those who are dissatisfied with both Mr Wedgwood Benn's and the Conservative Party's brands of muddled extremism there is once again in British politics a democratic left to work and vote for.

Yours, etc,
ELIZABETH YOUNG,
WAYLAND KENNET,
100 Bayswater Road, W2.
January 28.

From Stephen Ross, MP for Isle of Wight (Liberal)

Sir, I joined the Liberal Party because I felt it had the best opportunity of breaking down the barriers which still divide our nation and which continue to prevent us from working together for our common good. I anticipated, however, that in the past 20 years we have in fact made great progress, particularly in the field of local government.

Time, however, is not on our side and the need to make a real impression on our nation, I believe we have two years at most to achieve that goal or this country will, probably without fully realizing what it is about, take a step from which there will be no turning back, or at least without a great deal of misery and unhappiness even strife.

It is surely obvious from our ratings in the polls, our lack of finance, and the necessary back-up facilities that we cannot do it on our own. We need friends and help. We need a great deal of help. That is why we must do all we can to reach working agreements with those of social democratic persuasions who do not feel able straight away to take the Liberal Whip for various reasons which I find perfectly understandable. With the opportunity of gaining allies in places like Newcastle and Teesside, hardly bedeviled by Liberalism in recent years, local constituency officers ought to be as good with excitement.

We have an unfortunate history of wasted opportunities. It would be folly on our part and quite likely catastrophic for our country if we do not seize the opportunities that are now within our grasp. I beg my fellow members to back their leader at this time and not to continue to place obstacles in his path.

Yours faithfully,
STEPHEN ROSS,
House of Commons.
January 27.

claimed by Iran, would be one way to inflict a just punishment on Iran for having kept the hostages. This would make it apparent that Iran had been defeated and had suffered as a consequence of flouting international law. This would serve the important policy objective of discouraging any possible future seizure of diplomats by criminal regimes.

The second is that the infliction of a significant penalty on Iran as a result of the hostage affair will strengthen the hand of the more moderate elements in that country, who have been criticized. The hostage-taking at the beginning and who are now ridiculing the propaganda claims of the fanatics responsible. If it is made apparent to the Iranian people that the hostage policy of their present regime has been a disaster, the moderates claim, then the fanatics will be discredited and the likelihood of their being replaced by a government capable of reaching an accommodation with the West will be greatly enhanced.

The third point is that renunciation of this shameful treaty, made with criminals and despots, can only enhance America's rather tarnished reputation as leader of the free world and champion of the principles of freedom and decent behaviour. To keep such a sordid agreement, on the other hand, is to lend legitimacy to the process that brought it about and to implicate the American Government itself in a vile conspiracy of blackmail and terror.

Yours,
S. HARDING,
Department of International Politics,
University College of Wales,
Aberystwyth, Dyfed.
January 23.

Family matters

From Mrs Rachel Nugee

Sir, Ronald Butt in his article, "Family affair", in today's issue (January 22) makes several statements of fact and inference concerning the Mothers' Union and the Chairman of our Social Concern Committee (not, as he writes, Social Problems Committee) Mrs Anne Hopkinson. May I have the courtesy of your columns to set the record straight?

At no time has the Mothers' Union ever agreed to the indiscriminate prescription of contraceptive pills to girls below the age of consent, either with or without their parents' knowledge. After a protracted and detailed correspondence with various ministers at the Department of Health and Social Security, dating back to 1974, we were persuaded that options open to the ministry were either to deny all girls under the age of consent any form of counselling or contraception, however much they might need it, with the consequent obvious risk of pregnancy; or to permit it in those comparatively few cases where there appeared to be no other way to protect the girl.

Very reluctantly, and on the assurance that counselling would always be available, we concluded that, on balance, the latter course was to be preferred. We have, however, never ceased to urge that the proper course of behaviour for all is chastity before marriage and fidelity within it. To this end we continue to urge for more responsible education in personal relationships and marriage.

The letter from Mrs Hopkinson to Dr Vaughan, a private letter never intended for publication, referred to by Mr Butt, must be seen in this context if its contents are not to be distorted.

Finally, may I ask Mr Butt through you, Sir, to accord Mrs Hopkinson the courtesy of addressing her by the title she always uses and prefers, namely Mrs.

Yours faithfully,
RACHEL NUGEE,
Central President,
The Mothers' Union,
The Mary Sumner House,
24 Tufston Street, SW1.
January 22.

EEC surpluses

From Mrs A. M. Stewart-Wallace

Sir, It has been reported that France is converting vegetable waste into alcohol to supplement petrol. Would it not now seem sensible for the EEC to use its wine lakes and various food mountains in the same way and thus create a vast energy-producing compost heap, rather than subsidize low priced food to go behind the iron curtain?

Yours etc,
MARY STEWART-WALLACE,
The Moot House,
Ditchling, Sussex.

Home truths

From Mr John Morley

Sir, If the National Heritage Fund does not exist to ensure that the Pousin remains at Chatsworth, what does it exist for? At Chatsworth: as a museum curator, I aver that I deplore the continual flight of objects from great houses to museums, and Chatsworth has had its losses already.

Yours faithfully,
JOHN MORLEY, Director,
Art Gallery and Museums and
The Royal Pavilion,
Brighton.
January 21.

In for a penny, in for a pound

From Sir Anthony Lewis

Sir, If we are to have new coins (report, January 23) let us have some of the old names back, instead of the present inelegant and characterless "p". Could not the new 20p piece be called a florin, and would it be too optimistic to suppose that the name "sovereign"—carrying no hint of depreciation in this country within living memory—might help to sustain the value of the £1 coin?

Yours faithfully,
ANTHONY LEWIS,
47 York Terrace East, NW1.
January 28.

From Mr P. H. Kemp
Sir, Instead of abolishing the £1 note altogether, would it not be better to produce a smaller version gummed on one side ready for use on first-class letters in the not too far distant future?

Yours faithfully,
P. H. KEMP,
Round Hill Lodge,
Hockering Road,
Woking,
Surrey.
January 28.

From Mr Keith Wright
Sir, The decision to issue a 20-pence piece raises a 10d question. What are we to call it?

Two of our current coins had names—shilling and florin—but these were dropped from the new designs with the excuse that their use would obstruct the acceptance of decimalisation. The result is that we are now the only nation without familiar names for its currency.

Now that decimalisation is a fait accompli, is it not time to reintroduce names to the coinage—there's room enough on the bare designs. We might not be too late to halt the devaluation of the language and remove the indignity of everyone from schoolchild to BBC newsreader who refers to one, five, 10, and soon 20p pieces.

Yours faithfully,
KEITH WRIGHT,
Bargate,
Bridenden,
Kent.
January 28.

SOE in the Balkans

From Lieutenant-Colonel R. R. Prentice

Sir, As another "survivor" referred to in Sir Peter Wilkinson's letter (January 9), may I strongly endorse his plea and the letters of Richard Clogg (December 24) and of M. R. D. Foot (January 3) for publication of an official history of SOE in the Balkans, and especially of SOE in Greece?

Having parachuted into occupied Macedonia in August 1943, as a British liaison officer with ELAS partisans, I was with them continuously until December 1944, a month after the German withdrawal. For most of 1944 I was in command of the Allied Military Mission in West Macedonia, one of the six command areas under mission headquarters.

It is high time that the myth behind our diarist's comments (December 16), that the record of SOE in the Balkans "is so unsavoury that it cannot be written until surviving participants are well and truly buried", should be well and truly buried.

It is not only a question of being fair to the memory of those who died in Greece and to the reputation of those who took part; it is of paramount importance to Anglo-Greek relations. The Greek contribution to the Greek partisan war against the Axis in 1942-44 should be thoroughly researched in the light of all the information available. After nearly 40 years there is no valid reason for any evidence to be withheld.

We should not allow our own war effort in this field to be denigrated. It will become clear when the SOE records are published: first, that the political problems of the Greek Resistance were handled by the mission leaders in a skilful and principled manner (principally Brigadier Myers, Colonel Woodhouse and Colonel Hammond) with a skill, fairness and impartiality which was a striking example to their area commanders, and which was also respected by the Greek partisan leaders themselves.

Secondly, that despite all the disappointments and setbacks Britain's efforts were successful in her main object of helping the Greeks to pursue the war against the Axis Powers during the occupation, and thus forcing the Axis to retain many divisions in Greece which would otherwise have been employed elsewhere.

It is to refute for good the charge of "unsavouriness" and to establish the facts based on records of the time that members of SOE request publication of the SOE's war records can now be revealed then why not also those of Greece, one of our closest allies with whom the British people have had ties of strong friendship and so much in common over many generations—and not least during the years 1942-44?

I am, Sir, yours faithfully,
RONALD R. PRENTICE,
Standish,
Mcrstham,
Surrey.
January 15.

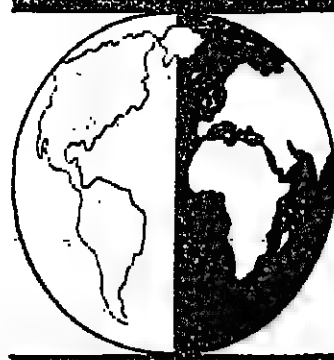
The cost of dying

From Mrs V. St J. Killery

Sir, An excellent suggestion has been made by Mrs Goodwin in her letter today (January 28) that people should buy their coffins now, a practice incidentally followed by many Chinese for centuries.

The chief difficulty, however, would be one of storage in these days of many flat-dwellers. Would my visitors be elated or depressed, I wonder, by the sight of a coffin propped up in a small entrance hall?

Yours faithfully,
MARGARET J. KILL



US oil price move welcomed

The European Commission yesterday welcomed President Ronald Reagan's decision to advance the timetable for decontrolling the price of oil and oil products in the United States as a step towards better trade relations between the United States and Europe.

In a brief statement, the Commission said the move should contribute to a solution of the important problem of price distortion of American exports in oil derived products such as petrochemicals and textiles. EEC members have long argued that dual pricing in the United States gave American chemical products an unfair advantage on the European market and the big gains made by United States exporters helped to sour trade relations between the two sides.

EEC inflation up

December consumer prices in the European Community rose 0.3 per cent in a month and 13.3 per cent from December, 1979, the Eurostat agency reported. It said the average 1980 increase for the community was 13.8 per cent—a sharp upturn from 1979 inflation of 9.9 per cent and the 1978 rate of 7.5 per cent, and higher than the American climb of 13.5 per cent.

Japanese incomes

Average real income of Japanese salaried workers rose in November for the second consecutive month, but spending continued to decline because of inflation. Average incomes in the month were 293,630 yen (£587), up 9.2 per cent in nominal terms and up 0.7 per cent in real terms from a year before.

Energy credit

A syndicate of 62 leading institutions is to provide \$1,400m (£583m) for Woodside Petroleum towards funding its 50 per cent share of the Australian North West Shelf project involving supply of gas and other products to various customers.

Iran repaying loans

Iran is believed to be repaying, before maturity, \$60m (£275m) of syndicated loans for the Japanese-Iranian joint venture to build a petrochemical complex at Bandar Khomeini.

Mercedes backs anti-skid braking

By Clifford Webb
Midland Industrial Correspondent

Mercedes Benz, Europe's largest manufacturer of heavy trucks, caused quite a stir in the boardrooms of its competitors yesterday by announcing that it is to go into production of an anti-skid braking system for its trucks and buses.

Until now, the only anti-skid devices available have been offered by component manufacturers for fitting as optional extras. The fact that Mercedes Benz found all these systems wanting for one reason or another weighed heavily with truck operators on the Continent, who tend to equate the Stuttgart company with all that is best in commercial vehicle engineering.

Operators who have held back may now be persuaded to change their minds on the premise that "if it is good enough for Mercedes it is good enough for me".

The havoc wrought by the scything effect of a jackknifing articulated truck and ways of countering it, have been the subject of intensive research for at least 20 years. Dunlop was early into the field 10 years ago with the Maxaret system, followed six years later by Girling's Skid-check.

The result is that today there are more vehicles fitted with anti-skid systems, in

Britain than anywhere in Europe. Dunlop claims to have 10,000 systems on the road and Girling 4,000.

Most are either petrol tankers or vehicles carrying loads such as chemicals. In almost all cases, the use of anti-skid devices and the type installed have been the subject of detailed negotiations with the Transport and General Workers' Union, representing the drivers.

Anti-skid received a severe setback two years ago after the United States Government introduced premature legislation to make it compulsory. The rush to install systems became such a bonanza that up to 15 manufacturers appeared on the market. Many of them were under-developed, and the consequences were inevitable—accidents and retributions.

After a law suit brought by vehicle manufacturers, the legislation was withdrawn. But the image of anti-skid systems had been damaged.

Mercedes Benz is demonstrating its system known simply as ABS, to the European press in the snow and ice of Finland north of the Arctic circle. The system's ability to keep a vehicle on a straight line under emergency braking is quite uncanny.

A microcomputer controls and reacts to sensors installed on each wheel, prevent-

ing it from locking. The system was developed jointly with Wabco, Hannover, a subsidiary of the American Westinghouse group, which will produce all the electronic components.

Reliability has been the potential Achilles heel of complicated anti-skid devices subjected to the extreme conditions encountered by hauliers. Mercedes admits that ABS is complicated, but insists that it is being manufactured to more testing standards than those used in the aircraft industry.

Some British insurance companies already reduce premiums by up to 25 per cent for trucks fitted with approved anti-skid systems. Mercedes has opened negotiations with engineering experts serving the German insurance market, which may lead to minimum guarantee discounts.

One problem is that an articulated tractor may pull as many as six different trailers in a week. Until they are all fitted with anti-skid systems, a driver could, in the words of one operator, "forget for one second to change the trailer behind and sidewise everything on all three lanes of a motorway".

Mercedes is fitting its trucks with a red warning light which illuminates immediately a "bare" trailer is coupled in an attempt to reduce this risk.

Treasury Secretary outlines strong economic policies

White House 'taking a scalpel' to all areas of public spending

From Frank Vogt
United States Economics Correspondent
Washington, Jan 29

Mr Donald Regan, the Secretary of the Treasury, asserted today that policies were being introduced to strengthen the economy so that the United States could again be "the engine that drives up international economic growth".

Mr Regan predicted that United States interest rates would move downwards soon. He said that the Treasury had no plans to resume gold sales, stressing that this "is a free market administration" which will firmly oppose all forms of trade protectionism.

In a wide ranging discussion the Treasury Secretary outlined with foreign correspondents, the new administration's domestic and foreign economic policies, disclosing details of tax cutting and public spending proposals. Mr Regan has not more than 10 days to the 15 days with President Reagan to discuss ways of reducing public spending.

Mr Regan said that much more generous depreciation allowances would be announced for businesses when the new economic programme was released by the President on February 17 or 18. Income taxes would be reduced sharply in a multi-year tax plan. The top rate of individual income tax may be cut to 63 per cent from 70 per cent, and over three years it is to be brought down to 50 per cent.

Such moves, the Secretary stressed, would automatically cut capital gains taxes, so that the present 28 per cent rate would be down to 20 per cent over three years. These cuts would lead to much higher savings and investment and so stimulate productivity, Mr Regan said.

The tax cuts would be so designed that the richest Americans received the largest tax reductions, he said. He saw nothing wrong with this, and said this approach would produce the largest gain in savings.

The tax cuts might not be paid out before the late summer and the question was still open as to whether or not they should be made retrospective to the beginning of this year.

Mr Regan said the Administration was "taking a scalpel" to all sectors of public spending. Welfare programmes would be cut and so too would foreign aid. The Treasury has not yet decided where to make the foreign aid cuts, but the economic plan will provide the first clues as to where this Administration stands in regard to the world banking group.

Mr Regan insisted that he and other leaders of the Administration were fervently in favour of free trade, and efforts would not be made to block Japanese car imports, for example. The previous Administration had decided to give further aid to Chrysler and his job was to see that the company

Dow raising price of chemicals by 30pc

Dow Europe is raising the price of most of its organic chemical and plastic products by about 30 per cent over the next three months, and has said that further increases are planned from April.

The company, which is part of the world's sixth largest chemicals group, clearly hopes that its lead will be quickly followed by its competitors in western Europe and restore profitability among all producers.

Its initiative comes after prices slumped from the second quarter to 20 to 30 per cent below those at the start of 1980. Other attempts, towards the end of last year, to raise prices, proved generally unsuccessful.

Dow explained yesterday that while prices had slumped, costs had continued to climb. Although the intense pressure on the cost of feedstocks—primarily naphtha—abated in 1980, it now stood some 200 per cent higher than in 1978. Moreover, naphtha prices for the first quarter of 1981 rose by more than 15 per cent on the previous three months.

Dow has posted a new price for polyethylene (PE) of DM2.65 for the last quarter, and DM2.25 for the first quarter of 1981. Prices for low density polyethylene (LDPE) are set to rise to DM2.45 a tonne, against DM1.75 and DM2.15. These basic plastics are widely used for consumer goods, film and packaging.

LETTERS TO THE EDITOR

Economic charges for energy

From Mr T. H. H. Skeet, MP for Bedford (Conservative)

Sir, As you correctly indicated in your editorial of January 8, charging for energy at economic rates has much to commend it, but care must be taken not to impair the competitiveness of British industry. It is the interrelation of these two elements that matters, and they specifically relate to the energy-intensive industries such as iron, steel, bricks, pottery, cement and chemicals, where energy costs may exceed well over 15 per cent of total costs.

It should be recollected, however, that so called economic rates may be distorted by altering the external financing limits of the energy supply in the form of subsidies, rather than taxes on petroleum products at rates not sustainable elsewhere in Western Europe, viz on fuel oil. It is self-evident that 8p per ton in France compares unfavourably with 23.55 in the Federal Republic of Germany, and 28 per ton in the United Kingdom. The totality of excise duties on hydrocarbons, vehicle excise duty, petroleum revenue tax, royalties and corporation tax reached in 1979-80 £8.1

million. Must the tax received from fuel oil be reimposed upon the petroleum industry and its customers which are already taking a disproportionate load? Further, if the levy in prospect for the British Gas Corporation was applied not in topping up the Consolidated Fund, but in allowing the industry to make discounts for large industrial users much along the lines of European practice, many of the arguments would be obviated.

Further, the pricing of natural gas in the United Kingdom is computed from a different base in the several countries of the EEC. Approximating the price of gas to gas, which is currently figured at 40.80p per therm, it would work out rather differently if fuel oil (the EEC base) at 27.80p per therm was employed. The price of petroleum products differs throughout Europe due in part to the proximity of the Rotterdam market and consequent reductions of distribution costs. While Mr Lamont indicated that the British Gas Corporation was moderating its policy in relating gas prices to the equivalent oil product, viz

about 75 per cent of the gas oil price for renewed contracts, he made this caveat: that while on present plans he expected that policy to continue, the gap would gradually narrow over a period of years.

The United Kingdom must take seriously the position of the energy-intensive industries. Expensive coal makes dear electricity by any economic standards and this has implications for the allied steel industry. Premature expansion of coal when its market has yet to materialize and the delay in putting into operation a vigorous nuclear power programme can only serve to emphasize the astuteness of the French who, added to a large hydro electric investment, are pressing urgently ahead with massive installations of nuclear power, including the fast reactor. If Britain's oil, gas and coal reserves were the property of the French and West Germans I have no doubt the course they would have taken.

Yours faithfully,
TREVOR SKEET,
House of Commons,
London, SW1.

Key to reducing costs

From Professor H. J. Pick

Sir, The British Institute of Management and the Henley Management College are so commended on taking a new initiative in a most important area of company operation—the purchase of materials and components (Patricia Tisdall's article, January 26). The cost of materials and components, as the article points out, commonly accounts for 30 per cent of 60 per cent of product costs. Purchasing procedures need indeed to be given considerable weight, as does the whole field of materials management.

May I, however, draw attention to the fact that purchasing and materials management, in the administrative sense, cannot on their own, achieve the full potential for cost reduction and profit improvement inherent in the effective use of materials.

In companies making engineering products purchasing departments can only minimize costs within the context of the technical specification laid down by engineering. A change in the specification of a material can sometimes lead to far greater cost reductions than any amount of "shopping around".

There is often equal scope

Styles of leadership

From Mr David Simpson

Sir, Watching the antics of our leading politicians during recent years it has been tempting to consider the country being run by some of our top businessmen. Such solid and able men would get with the running of our economy without the distractions of the adversary style of our parliamentary system and without preoccupations with puerile squabbles between "wets" and "arids".

Reading your reports (January 21) on the manoeuvring amongst the directors of the House of Fraser prompts the realization that we enjoy better fortune with our political masters than we thought. One director bets that he will unseat the chairman by the end of the year despite two overwhelming defeats on the issue in seven months. A million pounds of the shareholders' money has already been spent on the affair.

How such a board can carry on the direction of what seems a successful company must be beyond most of us, especially the majority of the shareholders and the employees.

Yours faithfully,
DAVID SIMPSON,
Casa La Lioma,
Barraquett 5,
Alcala,
Spain.

Taking trees seriously

From Mr Norman Jenkins

Sir, If hedgerow trees are to be taken seriously (January 15) then in addition to planting trees for energy (January 7 and January 9) why not collect them almost ready for use—in town. Not a new idea, it is proven practice.

There is a very large industry devoted to planting timber for paper, but eventually gets burned as waste, only a part being recycled. There are several specially built incinerator plants producing both electricity and hot water in the United Kingdom, many more elsewhere; there is a new concept of waste paper, cellulose from trees, that can be used in normal boilers. Brighton power station has been using a proportion in its fuel for some time, its thermal value approximating to half that of coal for a third of the price.

I have no commercial interest in this or any other related process, directly comparable with burning logs as fuel. The economies are becoming more and more favourable, the importance in energy strategy less and less, as more spectacular forms of spending money gain favour. How could there be any better way of investing North Sea profits, reducing the overall energy bill? Local authorities cannot find the money, some just do not want to know. Energy is not their concern; the direction of energy strategy of which this is an important part is, horrifyingly, no one's business.

Yours very truly,
NORMAN JENKINS,
Whitehill,
Exmouth,
Farnham,
Surrey, GU10 5BS,
January 16.

Blues Brothers cost

From Mr John Landis

Sir, Ivor Davis's article "Shadows on the silver screen" (January 9) has just been brought to my attention. I would like to correct the errors regarding myself.

The Blues Brothers did not cost £35m, it cost \$27m, which I would think is quite enough to know. It is now in profit, which is certainly not the impression given by Mr Davis's facile and trendy coverage of the film industry. To make points journalists often tend to repeat other journalists' inaccuracies.

Yours faithfully,
JOHN LANDIS,
Lycanthrope Films Limited,
29, St James's Street,
London, SW1 1HB,
January 15.

Airmail rate increases

From Mr H. G. Conway

Sir, I see that the airmail postage rates have risen today (January 26) from a basic 14p to 20p, a rise of almost 43 per cent compared with 33 per cent for surface post overseas or about 17 per cent inland. One wonders how the Post Office can justify such a high rise.

Yours faithfully,
H. G. CONWAY,
33 Sussex Square,
London, W2,
January 26.

Nuclear shelters

From Dr R. C. W. Cox

Sir, Many of our readers who have investments, however modest, in one or more building societies will have been interested in your report (January 23) that the Woolwich Building Society is prepared to grant mortgages for nuclear shelters.

If the threat of nuclear war diminishes, these buildings will lose their value and so be unacceptable security in the event of the default of the mortgage. If the threat of nuclear war increases, no insurance company will be prepared to cover the risk to such buildings.

In any event, one must challenge the morality of a building society doing anything to encourage the idea that people could survive a nuclear war, thus diminishing our resolve that such a thing will never happen.

Yours faithfully,
R. C. W. COX,
69 Westfield Avenue,
Sanderstead,
Surrey,
January 25.

Investment of pension funds

From Mr D. A. Kitchner

Sir, I am sure most people would agree that trade unions should fight to get pension funds to invest in industry. A start could be made by the three big nationalised firms, i.e. British Rail, British Steel and the Coal Board, to invest most of their pension funds in their very own industry, along with the taxpayer. I am sure that the TUC would not want the pension fund to have preferential treatment over the taxpayer and would invest with equal risk.

Yours faithfully,
D. A. KITCHNER,
The Grange,
Houghton Conquest,
Bedford,
January 19.

Insurance and nuclear safety

From Sir Kelvin Spencer

Sir, We are continually being assured that nuclear energy is quite safe. So isn't it time that car insurance policies omitted the clause that exempts insurers from "all legal liability of whatsoever nature" from ionising radiation? Policies contained no such clause before nuclear power stations came on the scene.

Yours faithfully,
KELVIN SPENCER,
Wootton,
Branscombe
Seaton,
Devon, EX12 3DN,
January 22.

GARFORD-LILLEY INDUSTRIES LTD.

INTERIM REPORT

The directors announce the unaudited results for the half-year ended 30th September, 1980, as follows:

	Half year to 30.9.80	Half year to 30.9.79
Turnover	2,986,554	2,876,562
Gross Profit, before taxation	294,607	240,255
Taxation	153,196	124,935
Profit, after taxation	141,411	115,370

Earnings per share 2.14p 1.75p
The Directors have declared an Interim Dividend in respect of the year ending 31st March, 1981, of 0.25p a share (1980-0.25p), absorbing £16,482, payable on 18th March, 1981, to shareholders registered at close of business on 24th February, 1981.

While the results of the first half of the current year as shown above are very satisfactory, it would be unwise to assume that this rate of progress will be maintained for the full year.
Trading has followed the pattern outlined in the Chairman's statement on the accounts for last year. The Engineering Division has maintained the progress referred to there during the full half year. The Plastics Division continued to suffer from the recession, but have done well in achieving more than their share of a declining market, and the Woodworking activity, which suffered earlier from the depressed state of the furniture industry, later developed business which has kept the Derby factory running at a better level than was expected.
Your Directors are cautiously optimistic regarding the full year's results.



N.V. KONINKLIJKE NEDERLANDSCHE
PETROLEUM-MAATSCHAPPIJ

Established at The Hague, The Netherlands

(Royal Dutch)

GENERAL MEETING OF SHAREHOLDERS

to be held on Wednesday 25th February, 1981, at 10.30 a.m. in the "Nederlands Congresgebouw", 10 Churchillplein, The Hague, The Netherlands.

AGENDA:

1. Proposal to amend the Articles of Association and to authorize the Board of Management—in accordance with the provisions in Article 124, Book 2 of the Netherlands Civil Code—to make any changes considered necessary by the Ministry of Justice.

This agenda and the proposal to amend the Articles of Association are available for inspection and may be obtained by shareholders free of charge at the Company's office, 30 Carel van Bylandtlaan, The Hague, and at the head offices of the banks mentioned below.

A. Holders of share certificates to bearer may—either in person or by proxy—attend and exercise the voting rights in their share certificates, or evidence that their certificates are deposited in the safe deposit box of the Company, at the office of the Company, 30 Carel van Bylandtlaan, The Hague, at one of the banks mentioned below, viz:

In The Netherlands
Algemene Bank Nederland N.V.; Amsterdam-Rotterdam Bank N.V.; Bank van der Hoop Offshore N.V.; Bank Mies & Hope N.V.; Banque de Paris et des Pays-Bas N.V.; Kas-Associatie N.V.; Pierson, Holding & Pierson N.V.

In Austria
Creditanstalt-Bankverein, Vienna; Österreichische Länderbank AG, Vienna; Schoeller & Co., Vienna.

In Belgium
Société Générale de Banque S.A., Brussels; Crédit Lyonnais, Brussels; Kredietbank N.V., Brussels.

In the Federal Republic of Germany
Deutsche Bank AG, Frankfurt/Main, Düsseldorf, Hamburg or Munich; Dresdner Bank AG, Frankfurt/Main, Düsseldorf, Hamburg or Saarbrücken; Deutsche Bank Berlin AG, Berlin; Bank für Handel und Industrie AG, Berlin; Deutsche Bank Saar AG, Saarbrücken.

In France
Lazard Frères & Cie, Paris.

In Luxembourg
Banque Internationale à Luxembourg S.A., Luxembourg.

In Switzerland
Schweizerische Kreditanstalt, Zürich; Schweizerische Bankverein, Basel; Schweizerische Bankgesellschaft, Zürich; Bank Leu AG, Zürich; Pictet & Cie, Geneva.

In the United Kingdom
N.M. Rothschild & Sons Limited, London.

In the United States of America
The Chase Manhattan Bank, N.A., New York.

B. Holders of registered shares may—either in person or by proxy—attend the meeting and exercise the voting rights if they are known to the Company in writing not later than 18th February, 1981, their desire to do so:

with respect to shares of The Hague Registry:
at the Company's office at The Hague;
with respect to shares of Amsterdam Registry:
at the office of Algemene Bank Nederland N.V., C.K.E., P.O. Box 2230, Breda, The Netherlands;
with respect to shares of New York Registry:
at the office of The Chase Manhattan Bank, N.A., New York.

C. Holders of certificates for "New York shares", which are depositary receipts issued pursuant to an agreement dated 10th September, 1918, under which The Chase Manhattan Bank, N.A., is successor depositary, may—either in person or by proxy—attend and exercise the meeting if their certificates for "New York shares" are deposited against receipt not later than 19th February, 1981, at Algemene Bank Nederland N.V., C.K.E., P.O. Box 2230, Breda, The Netherlands, or The Chase Manhattan Bank, N.A., New York.

What is stated above with respect to the availability for inspection or the possibility of obtaining the agenda and the proposal to amend the Articles of Association likewise applies to holders of priority shares and holders of certificates for "New York shares".
The Hague, 30th January, 1981
The Supervisory Board

Japan trade concessions 'insufficient'

Tokyo, Jan. 29.—Japan announced today that it would export cars "prudently" to West Germany, Luxembourg, Belgium and The Netherlands in a package of concessions designed to improve its trading relationship with the European Economic Community.

The concessions, capping two days of high-level talks here, were termed insufficient but "a step in the right direction" by Sir Roy Denman, the EEC director-general for external relations.

In a declaration of policy issued last November, the EEC declared that Japan must liberalize its markets if its \$10,000m (about £4,132m) trade surplus with Europe was ever going to be reduced.

The concessions, announced by Mr Kiyoshi Kikuchi, Japan's deputy foreign minister and chief trade negotiator, pledged to "moderate" car exports to West Germany and the three Benelux countries; curtail exports of colour television sets to West Germany; provide access for European companies to Japanese Government purchases in the \$3,300m-a-year market in telecommunications equipment; and to introduce "substantial" tariff cuts on tobacco.

Japan also pledged to send import missions soon to EEC countries and to receive an EEC investment mission in Japan.

The meeting agreed to co-operate not only in trade but also in investment, research



Sir Roy Denman: "A step in the right direction".

and development and industrial projects in third countries.

Sir Roy said that "a substantial gap" remained between Japan's concessions and EEC demands. Restrictions on Japanese colour television tubes as well as sets had been hoped for, along with increased Japanese buying of advanced machine-tools.

Sir Roy said he would report back to the EEC Commission next week, and to the Council of Ministers, Europe's official policy-making body, on February 17.

In preliminary talks on Wednesday the EEC delegation, one of the largest European trade missions to visit Japan to date, pointed out that Japanese exports to EEC countries last year leaped 30 per cent while EEC exports to Japan rose by only 3 per cent.

Sir Roy dismissed the notion that he came to Japan to negotiate hard-and-fast agreements and said the main purpose of his visit was to sound out Tokyo on the statement made by Council of Ministers, which concluded that protectionist sentiment in Europe would increase unless certain adjustments were made in the bilateral trading relationship.

Managers support plans for Engineering Council

By Derek Harris

Withdrawal of cooperation by the leading professional engineering bodies from the Government's proposed watchdog for engineering was strongly criticized yesterday by Mr John Lyons, general secretary of the Engineers' and Managers' Association (EMA). The TUC-affiliated EMA, which has a large membership of professional engineers, has backed the setting up of a powerful new body to succeed the Council of Engineering Institutions (CEI).

Sir Keith Joseph, Secretary of State for Industry, whose plans to launch the new Engineering Council are in jeopardy because of the profession's action, "should not give in to the presidents of the institutions," Mr Lyons said. The sound taken by the presidents and the CEI was entirely unjustified.

He added: "If Sir Keith goes

ahead and the institutions try and sabotage the new body, they will not succeed. They would finally have discredited themselves in the eyes of their own members and of the country."

Mr Lyons hinted at further action by the EMA if Sir Keith launched the new body without the profession's backing. One avenue that might be explored by the EMA would be to persuade its professional engineer members to withdraw their membership of the institutions and the CEI which had hit the institutions' subscription income.

But the CEI still holds a strong card in being able to dispense titles such as Chartered Engineer (C Eng). If Sir Keith went ahead without the profession's backing, the Engineering Council would have to dispense a different title.

BY THE FINANCIAL EDITOR

The banks and industry

Circumstances have been forcing the Bank of England to take an increasing interest in industrial affairs. While its industrial financial division has been in existence for many years, it is relatively recently that the Bank has taken an active part in industrial affairs. If the recession goes on it might soon have to encourage some major strategic decisions on British banking practice.

At present the division is run from head office and its task is one of monitoring and liaison between banks and industry. It is backed by direct contacts between Bank governors and directors, usually non-executive, of major industrial companies. In regional offices the local agents play a similar role of contact men in their own areas.

Overall, the Bank is able to build a good picture on what goes on in the ground. There are times when it acts directly involved in troubled matters acting as an honest broker between the parties. So far it has refrained from encouraging any change in banking practice of short- and medium-term lending to industrial customers.

Can it afford to do so for much longer? In the German slump of the 20s the Bank became deeply embroiled in industry. This was not always a successful partnership, but at the time it was felt essential for the survival of German industry. With bankruptcies mounting and the recession continuing such strategy might even become part of discussions on the sort of problems which the banks and some of their industrial customers are now facing, though it would of course run quite counter to traditional prudential banking practice in this country.

Airfix

Receivership was inevitable

Airfix Industries has been teetering on the brink of disaster for so long that news of its receivership is no surprise.

Like Dunbehe Coombs Marx, and other less known toy manufacturers, it has fallen victim to the impact of the recession, a strong pound and high interest rates.

In Airfix's case it is clear that the financial package agreed with the banks last November has come unstuck. It involved the sale of two major subsidiaries and the reduction of borrowings at a given rate. Bank borrowings at the 1980 balance sheet stood at £23m and are around £15m thanks to the sales.

But the package also involved the production of monthly reports and projections. These showed that, although the group was profitable on trading grounds, it would have needed more cash than had been anticipated. It is this that precipitated the crisis. Although the receivers hope to sell subsidiaries as going concerns any payment to shareholders looks a remote possibility.

A last ditch effort by Warburgs to save the company was ingenious but ran up against traditional British clearing banking practice. It involved a package of capitalizing about half of the debt, an interest forgiveness element and rolling up interest on medium-term loans.

The banks clearly felt that, after the troubles at Meccano, the sale of the profitable Crayonite and Declon Plastics companies was not enough to save Airfix. But even so the most important influence on their minds seems to have been a reluctance to convert overdrafts into equity, a practice widespread elsewhere—as the recent Massey Ferguson affair shows—but not accepted—or perhaps not yet—in Britain.

BPC

A wall of silence

Fears about the future of BPC, the beleaguered publishing and printing group were not allayed by the wall of silence surrounding events at the group yesterday. The shares slipped 1p to 16p, 9p below par value, so Mr Robert Maxwell, of Pergamon, is nursing a paper loss of over £1m on the 29.5 per cent stake acquired in last July's dawn raid.

With BPC fighting labour battles on

several fronts, the interim loss of £6.5m looks certain to rise to at least £10m for the full-year. Meanwhile, sale of the group's *Janes* division for £3m is of only marginal help given borrowings which at the last accounting date exceeded shareholders' funds by around £4m at over £40m, a large part of that owed to the National Westminster Bank.

The main hope on the trading front is the arrival at its Sun Printers subsidiary in July of the bulk of the TV Times printing contract estimated to be worth around £15m a year to BPC. But July is a long way off and in the meantime BPC seems to be running into severe competition on contracts from continental operators.

Mr Maxwell, meanwhile, has yet to make his intentions clear, although he has received clearance to make a full bid. Presumably the attraction is assets of around 80p a share at BPC which includes modern plant sufficient to satisfy a huge increase in capacity when publishing climbs out of recession.

Those assets support what otherwise looks like an awful trading situation at BPC and shareholders now need to be told what the exact position is as soon as possible.

Thomas Borthwick was tottering on the edge of the precipice at the end of last year after chalking up £10.5m of profit losses and falling into technical default on a large part of its borrowings. However, it has managed to win the indulgence of its numerous bankers, reaching agreement on debt defaults which incurred it a "going concern" qualification in the last accounts.

At a later stage Borthwick will set about restructuring its balance sheet on a more permanent basis. The banks for their part have wanted commitments from Borthwick. No longer will Borthwick be taking such big positions in the meat market and stocks at the end of 1980 were £20m lower than a year previously with over half beef stocks already committed compared with 30 per cent.

The changes in strategy in meat reduce both the risks and the potential rewards and apart from its butchers shops which are doing well, the rest of Borthwick is likely to have a difficult year in 1980-81. Still Borthwick's future looks a bit clearer now and the shares firmed 1p to 30p yesterday.

Racal

Decca sees profits

It has taken Racal six months to bring Decca's losses under control, and it has done so convincingly. By the end of this year, then, Decca, with the aid of disposals to come, should be making a positive contribution before interest charges.

At the interim stage Racal profits are 13½ per cent ahead at £26.5m on a 20 per cent sales increase. That in turn masks a loss of £5.2m from Decca (split as £3m on capital goods and £2m on consumer products which should run off through the disposal of the television business soon) while on the positive side there is one-third improvement to £34m in the profits from the ramp of the Racal business.

That was achieved on a 40 per cent sales increase which demonstrates that Racal is not immune from the general pressure on margins. Nevertheless, Racal emerges confidently on the back of splendid business, notably in its tactical radio equipment divisions and from its fairly recently acquired North American businesses, Vadic and Mugo. These data transmission operations now contribute around 25 per cent of total sales and margins are coming into line with traditional Racal standards.

Meanwhile, Racal has raised the interim dividend by just over 9 per cent to 1.64p a share gross which augurs well for the year, although Racal at 31½ still yields around 2 per cent. So the market is still looking for growth. Racal itself forecasts higher profits this year and, despite some pressure on financing new business, partly because of a reluctance by customers to put up large prepayments, it has the balance sheet capacity to cope.

Gearing is now around 75 per cent, and due to come down by the year-end if only because of the £25m likely from the sale of the television business and Decca House.

Japanese plans for a car manufacturing plant in Britain could create 4,500 jobs

When Datsun drives in . . .

In a brief speech which attracted little attention at the time Mr Yuzo Harano, a senior Japanese diplomat in London, said earlier this month: "In the area of industrial cooperation and exchange there is a need for more mutual investment by Britain and Japan."

What the rest of us now know (and what Mr Harano must have been aware of for some months) is that Japan's second largest motor manufacturer (and biggest exporter to Britain) is planning a huge new greenfield investment in the United Kingdom. It should not only create valuable new jobs at a time of steeply rising unemployment but also do something for trade relations between the two countries.

Actively encouraged, it seems, by the British Government, which has been worried about the impact of unemployment, Nissan Datsun plans to establish a manufacturing plant costing an estimated £300m on an 800-acre site. It will employ about 4,500 workers and produce about 200,000 vehicles a year by 1986.

This big investment is clearly part of a larger European marketing strategy.

That the plan should have been made known within three days of the announcement by Sir Keith Joseph, the Industry Secretary, of nearly £1,000m worth of further money to finance British Leyland's recovery programme over the next two years is, to say the least, unfortunate.

But clearly ministers calculate that the attraction of such a significant inward investment, and the jobs which Nissan will provide, will more than compensate for expressions of concern that a Japanese Trojan horse is moving in, which will threaten the whole future of the United Kingdom based motor industry.

The venture will attract substantial Government financial assistance under the Industry Act, just as Ford's new engine plant at Bridgend in South Wales did three years ago.

The Nissan project will consolidate Britain's position as a favoured location for Japanese investment in Europe. At the beginning of this year total investment by Japanese companies in the United Kingdom was estimated to be £844m, representing a large slice of the Japanese stake in Europe.

Over the past few years Tokyo has been one of the favourite destinations of British ministers and civil servants in the search for Japanese companies willing to commit funds for investment here. They have been disappointed. The generous financial incentives available to companies investing in the so-called assisted areas has attracted a steady trickle of blue chip Japanese companies to Britain—Sony, Matsushita, Toshiba, the bearings company NSK, and Nissan's Electric to name a few. But the Nissan venture will dwarf everything that has gone before.

It is equally clear that the company appears to be developing an overall strategy for Europe against the background of the growing tension between the European Community and Japan over trade.

Nissan's vehicle exports (cars, trucks and buses) to Europe last year are estimated to have totalled 335,000—an increase of nearly 17 per cent on the previous year's level which was itself 41 per cent above the 1978 figure. Total Nissan exports of vehicles to all markets last year reached an estimated 1,453,000, up by 29 per cent on the 1979 figure.

This year the company plans to increase its overseas ship-

Overseas sales networks

Area	No. of Distributors	No. of Dealers
N America	5	1,284
S E Asia	44	257
Oceania	7	414
Europe	18	2,600
Middle East	20	137
Africa	43	348
Central & S America	45	490
Total	182	5,539

NISSAN'S WORLD MARKET

(Number of vehicles)

North America	655,000
Europe	335,000
Middle East	157,000
Africa	95,000
Southeast Asia	92,000
Central & S America	82,000
Oceania	45,000

Source: Nissan Motor Co Ltd

EXPORTS BY TYPE

	1979	% change	1980 (estimate)	% change
CARS	836,578	+13.1	1,054,000	+26.0
TRUCKS	289,521	-10.7	392,000	+35.4
BUSES	7,992	+31.3	17,000	+122.7
Total	1,134,191	+6.0	1,463,000	+29.0

* Excludes knock-down kits

ments by only 1 per cent—reflecting perhaps the worries of the hard-pressed European companies and growing protectionist pressures in Europe and the United States. It will be those worries which will be explored next week in talks between the Japanese and European manufacturers in Lisbon.

In the frictions which have characterized trade relations for the past six years, Nissan has been among the more sensitive of Japanese companies. For that reason it was anxious that the negotiations over its United Kingdom venture should be conducted as far as possible in the open.

It appears that the United Kingdom was the first choice for what will be the largest single investment by any Japanese company in Europe.

Talks have been taking place for almost a year. Nissan appears to have been less influenced by the financial inducements available than by other attractions.

Datsun UK, the British company which markets Nissan cars, has managed to establish a comprehensive dealer network and Nissan executives have been impressed by Britain's highly productive and successful components industry. There is even a possibility that some of the components may be subcontracted to BL. Another attraction was that English is Japan's traditional second language.

Traditional engineering skills and fairly low labour costs compared with those in other European centres must also have weighed heavily.

Nissan executives privately admit to admiration for British managerial and technical skills

(although the cars will be designed in Japan) and are aware that their own corporate management is already stretched because of expanding overseas interests in Mexico, Australia and the United States. The Japanese company is already thinking about the United Kingdom operation envisages a production start-up, on two tracks, by the end of 1984, covering six basic front-wheel drive models with as yet undecided engine variants. The United Kingdom and continental content will amount to 50 per cent in value terms.

This proportion would include the purchase of standard parts and possibly assembly of engines, transmissions, axles and steering units.

The cars will be welded, painted and finally assembled at the new plant. Production will build up to a planned 200,000 units a year by 1986, when it is envisaged that the local content will be 80 per cent and will then include body panels and production of the "powertrain" (transmission, gearbox and engine).

The component business should help to safeguard an estimated 30,000 jobs in that sector of the industry and professional planning envisages a substantial re-export of components, in Japan as well as other countries.

The feasibility studies into the venture will start tomorrow and should be completed in four months, but possible locations have been narrowed down to four sites—South Wales, Humberside, the North-west and the north-east coast.

Whether the move is expressed in Britain and the rest of the EEC about the longer term implications of the proposed venture, both ministers and Nissan itself are clearly confident that the project will play an important role in cementing relations between the two countries and in the short-term will provide a much needed fillip to a large section of manufacturing industry.

Peter Hill and Edward Townsend

Technology

Prince Albert would have approved

There is a lot more to the Finistron Report on the engineering profession, published twelve months ago, than the proposal for a statutory engineering authority or council. Sir Monty and his committee know this, but in the world at large this "lot more" has been completely submerged in the deluge of controversy that has descended on the subject of the authority.

The first item in the Finistron Committee's summary of its 80 recommendations says this, for example: "The regeneration of United Kingdom manufacturing competitiveness must be given overriding priority in national policies. With the emphasis on creating a market-oriented engineering excellence in the products made by British industry and in the production of them."

There is another phrase for "market-oriented engineering excellence": it is good design. The principles of good design are much discussed but little acted-on. One of the better discussions was the report *Product Design*, which Mr Kenneth Corfield (now Sir Kenneth) wrote in 1979 for the National Economic Development Office.

"It is the designer's job," he noted, "to create competitive and saleable goods in the least expensive and most efficient way. He has to optimize his use of available resources, the raw materials and components, the working and fixed capital, and the use of energy in the

manufacture of the product as well as in its utilization.

"He has to make the best use of labour at all levels; and finally he has to design his product to minimize ecological problems of effluents, hazards, noise and even the cost of its eventual disposal of the product when it has fulfilled its useful life."

That is a demanding job specification. So what has happened since the words of wisdom from Sir Monty and Sir Kenneth? Their statements embrace both engineering design and in the references to market orientation and competitive advantage, industrial or aesthetic design, too.

But industrial and engineering design have been an odd couple, coexisting uneasily in the past. Welded together effectively, they could work wonders for Britain's industrial economy.

One hopes that industry itself is beginning to get the message that an improvement in design contributes basically to improved performance in the marketplace. But for the longer term future the hoped for heightened awareness must come from the educational system.

In South Kensington and Bedfordshire, it is beginning to happen. At the postgraduate level, the Royal College of Art, centre for advanced teaching in industrial design (among many other things), is mounting collaborative initiatives both with Imperial College of Science and Technology (a neighbour on the

South Kensington academic/cultural campus) and with the Centre of Engineering Design at Cranfield Institute of Technology in Bedfordshire.

Joint two-year courses in "Industrial design engineering" was launched recently by the two South Kensington colleges. In one of the two inaugural lectures on this occasion, Professor Frank Height of the School of Industrial Design at the Royal College of Art traced the historical reasons for today's fragmented pattern in design education and practice.

"We have the separate professionalisms within engineering manufacture as exemplified by the specializations and individual loyalties of the engineering institutions; the parallel educational streams of art, science and technology; and the emergence of new disciplines and philosophies pertaining to the general field of design."

"If to this we add the recognition that design, covers an enormous spectrum of products from highly sophisticated high performance equipment through a vast middle range of normal technology and utility to decorative products and even ephemera, and that each of these categories has a separate set of design criteria, priorities and values, the complex and divided nature of design education and practice becomes very apparent."

Design was essentially a professional synthesis, Professor Height said. Now it was time for design education and practice to begin to synthesize some of their own disparate elements. Through the joint course with the Mechanical Engineering Department of Imperial College the aim was not to produce Leonardo or Brunel—the scale of technology today was too great for that—but to produce well-informed engineers able to deal with a wide range of design factors, from technical and manufacturing feasibility to the aesthetics of industrial design.

Meanwhile, at Cranfield, the Centre of Engineering Design, under Mr David Farrar, has become a focus of interdisciplinary design studies in a new "core course" in engineering design is being taught to 80 postgraduate students from the specialist departments of Cranfield's faculty of engineering, both by Cranfield staff and by visiting lecturers from the RCA and elsewhere.

"We have identified those things which are fundamental to the innovative design of successful engineering products, and these form the basis of the course," Mr Farrar says.

"The scope of the course is unique. Eighty postgraduates a year will certainly make an impact on design in industry and that will show itself in new and better products."

Two fellowships in computer-aided design, one at the RCA and one at Cranfield, have been endowed by the Royal Commission for the exhibition of 1851 (still in being as a body which promotes science and art and their application in industry, as originally intended by Prince Albert). Other links between the College and other faculties at Cranfield, including Cranfield School of Management, have also been forged.

These ad hoc moves to synthesize the separate elements of design education may lead to a more permanent arrangement. Professor Height is now exploring the idea of a National Institute of Design, "probably in the form of a federation of existing organizations such as the RCA, Imperial College and Cranfield."

"It would provide a centre for the integrated study of the continuum of supporting functions, which must precede and follow a design act," he says.

"It would not only be a teaching and research institute, but also a powerful ally of government and industry in furthering British Design at the level of intensity and coordination needed to compete today."

For a headquarters, where better than South Kensington? Prince Albert would have approved.

Kenneth Owen

Business Diary: Datsun's Botnar • On your marks

One intriguing aspect of the plan by Nissan of Japan to build a United Kingdom car assembly plant here is the role that must have been played in discussions with Whitehall by Datsun UK, the British-owned sales company.

Although Nissan's talks with the Government have been one of the best kept secrets of the past year, Datsun's involvement has been even more closely veiled.

This is not surprising, however, given the nature of Datsun's mysterious chairman, Gray Botnar, who has studiously avoided public exposure since he formed the company in 1970.

He is known to be wealthy and a sincere philanthropist, having established, for example, a school for handicapped children at Worthing, where the Datsun headquarters are. But few people know how old he is (possibly around 60) or where he was born, although there has been speculation about East Europe, or Austria. He has homes in London, Switzerland and Spain but the precise location is a matter for speculation. His private life and how much he earns are nobody's business but his, he says.

His inscrutability, however, has clearly endeared him to the Japanese, who have also been impressed by his entrepreneurial skills in building up his company to become by far the leading importer of their cars.

What behind-the-scenes moves he has been making to assist Nissan's European expansionism possibly are unknown even to Datsun UK directors, but if the truth were revealed, Botnar's activities probably have been crucial.

Wallchart

INCLUDED IN THE AGENDA FOR THE NEXT MANAGEMENT MEETING...

I wonder if Lord Soames and Sir Neville Leigh were fans of ITMA, the wartime radio comedy show?

The war and ITMA are long over, but there is another ITMA. It is still going strong and, what is more, Lord Soames and Sir Neville might find it worth while tuning in to it.

Lord Soames is the Lord President and Sir Neville is Clerk of the Privy Council, the body responsible for the grant of royal charters. ITMA, on the other hand, is the Institute of Trade Mark Agents, whose members advise companies on the selection and protection of an increasingly valuable—and threatened—commercial property.

The association was established before the war by patent agents who saw trade marks being eternal, as likely to rival in importance patents, which—like the agents themselves—one day expire.

ITMA now admits agents to membership (MITMA) through stiff exams, so stiff indeed that last year nobody at all passed. There are about 120 exam-qualified members, but there are twice as many members able

...IS A PRESENTATION BY THE QUALITY CONTROL MANAGER, ENTITLED...

to lay claim to the initials without taking the exams. This they may do after making a Statutory Declaration that they are faithfully good at trade marks, thanks to an anomaly under which it was the patent and not the trade mark agents who took out the charter before the war and so framed the ITMA articles of association.

Some trade mark agents now say that even big public companies are at risk because some people, however well qualified in patents, can on their own say so set up as trade mark specialists, too.

One camp among the trade mark agents want a merger with the patents people; others say that this would merely institutionalize the patent agents' grip over trade marks. They are considering a breakaway group which would seek a charter of its own making membership contingent upon examination and regulating entry.

Meanwhile, the courts are full of expensive trade mark disputes. Many firms settle out of court, perhaps on good advice, perhaps not. And now over to Lord Soames and Sir Neville...

...MODERN INSPECTION METHODS...

David Colman, son-in-law of William Whitelaw, the Home Secretary, has left British Airways, I hear, to take a job with the state corporation's deadly rival, British Caledonian.

Colman, formerly BA's general manager, market development, is to become deputy to BCal marketing director Gordon Davidson, who himself left British Airways a year ago.

One British Airways mole describes this as "the inevitable brain drain which will leave us a banana republic airline," but my information is that there is no undue switch of senior people to the expansion-minded private sector British Caledonian.

Davidson, by the way, had been BA's Concorde director (not a board appointment) and went over to BCal when that company was considering using Concorde on the North-Atlantic.

That idea went out of the window when fuel prices began to shoot up still further, but Davidson was not only asked to stay on at BCal but at the beginning of this year was taken on to the board.

Colman was previously in charge of the marketing side of British Airways cargo.

Happy is the journalist who never has to cut his or her words. Happy still is the lady from a Canadian magazine who, when arrested by the Moroccan police in a hotel mix-up, culped down her notes and her plastic press card to conceal her calling. She could have been carrying a portable typewriter.

Ross Davies

Town & City Properties LIMITED

Unaudited Interim Results for the Half Year Ended 23rd September 1980

Year ended	Half Year ended	Half Year ended
23.9.80	23.9.79	23.9.78
£'000	£'000	£'000
34,774	18,576	15,596
Gross income from property	4,370	3,187
Net income from property	3,553	3,251
Income from other sources	777	633
Less: Interest payable less receivable	(15,373)	(14,105)
LOSS before taxation	(7,775)	(5,777)
Less: Taxation relief	672	3,579
(7,129)	(6,053)	(3,973)
Minority interest	(15)	(10)
Realised capital profits	21	17,333
Transferred to capital reserve	(581)	(17,902)
(7,223)	(5,677)	(4,652)
Shortfall of distributable income for period		

NOTES

1. Realised capital profits less losses and capital charges (after taxation) are made up as follows:

	£'000
Surplus of sale proceeds over original cost of property, less capital gains tax	1,616
Excess of cost of acquisition over book value of net tangible assets of subsidiaries written off in respect of sales	(375)
Net capital losses	(669)
	571

Note: The above surplus on sale of properties has no regard to retention contributions in previous years amounting to £1,660,000 which were included in capital reserve and have been written off.

2. The taxation relief included above is £700,000. (Period to 28.9.79 £1,600,000) and is limited by reference to the amount of offsettable chargeable capital gains. Significant losses remain available to be carried forward against future revenue profits.

No dividend is recommended for the period to 23rd September 1980. Since the publication of the annual accounts last July a further £12 million of property has been sold with a book value of £14 million. This brings the total of sales since 23.9.80 to £21 million with a book value of £15 million.

FINANCIAL NEWS

Stock markets

Gilts make progress despite MLR disappointment

An air of expectancy hung over the market yesterday as investors bought stock in the hope of a cut in the minimum lending rate around lunchtime.

After a quiet start, equities rallied on the back of the renewed strength in gilts where the new rap Exchequer 12 per cent 1985 made its debut. Dealers reported strong support by short-term operators banking on a cut in MLR, which was soon followed by genuine investment buying. As a result the Government Broker was able to activate the new tap at £404.

It closed at £40 7/16 in the wake of some steady demand. Although there was not cut in MLR, prices in gilts suffered only a slight hiccup and still made up the lost ground after hours. In longs, prices rallied at the close to finish on a high note £3 up, while in shorts gains ranged from £4 to £1.

Equities, disappointed by the decision to leave interest rates unchanged, gained some comfort from the full-year figures from Rascal. Those who were merely in line with expectations, but buyers seemed delighted with the performance and the price rallied to 320p before profit-taking saw it close at 312p, a net rise of 7p.

Electricals gained support after the figures but engineering shares saw further offerings over continued rumours that a leading group had its back to the wall. Gold shares also took another drubbing as the bullion price sank \$34 to \$490.50 and

the gold shares index closed at 281.4, a fall of 25.2.

Jobbers ran into steady profit taking after hours. This was reflected in the FT Index, which closed 3.7 higher at 463.1 having been 4.0 higher at 2 pm.

Leading industrials experienced only minimal support and presented a mixed picture at the close. ICI improved 4p to 290p. Beechams rose 1p to 170p. Glaxo 4p to 250p and Dunlop 1p to 61p. Blue Circle fell 2p to 346p. Lucas Ind 3p to 167p and Tate & Lyle 2p to 15p.

Shares of Airfix were suspended at 8p as the group announced that it had called in the receiver and this immediately sent a shiver through the rest

of the toy market. Mottoy eased 1p to 18p and J. W. Spear 3p to 117p. Only Lesney held its ground, closing unchanged at 13p.

On the bid front shares of House of Fraser rose 2p to 143p in the wake of the 150p share bid from Lounbo for the remaining 70.5 per cent it does not hold. Lounbo closed 2p lighter at 95p. Eva Industries rose 4p to 41p on the £3.74m bid from Anglo-Indonesian while Negretti & Zambra eased 1p to 30p after the rescue operation carried out by Western Scientific Instruments.

Greenbank Investments made further progress on the approach from Malton Finance, rising 9p to 160p, and Hawthorn, Leslie advanced 2p to

138p on its rejection of the terms from Starwest Investments.

Speculative attention lifted I. Barget 13p to 132p along with Lincroft Kilgour, 8p to 28p, while in foods Hillards added 5p to 190p. Associated Dairies slip 2p to 176p reflecting the recent £45m cash call to shareholders. Robertson Foods rose 4p to 144p in the wake of its rejection of the bid from Avana, 2p better at 195p, and Thomas Northwick firmed 1p to 30p after the annual meeting.

Denbyware was 2p higher at 77p, after a satisfactory statement with Garford Lilley up 1p to 15p. MacCarthy's Pharmaceutical up 3p to 136p, Bullough 1p higher at 149p and Hill & Smith 3p ahead at 59p. F.

Pratt was unchanged at 53p. Allied Textiles rose 3p to 125p, with figures way above expectations. Textured Jersey hardened 3p to 67p for a similar reason while recovery hopes saw Robert Kitchen Taylor 15p stronger at 125p. In properties Lynton leapt 20p

It has been a busy time for shares of Pritchard Services, which rose to a new high of 130p earlier this week. However, a large seller of over 1 million shares at 130p has seen the price retreat to 125p where they held steady yesterday. But speculation that Pritchard had picked the stake remained unconfirmed yesterday with Mr Michael Ashcroft of Provincial, unavailable for comment.

to 238p after interim figures and the decision to acquire Summerbridge Properties.

But a disappointing performance left A. J. Worthington 1p lower at 30p with the cut in the final payment leaving Lonsdale Universal 8p lighter at 37p.

Spurred on by interim figures from Rascal, electricals encountered strong support but profit-taking left most prices below their best at the close. GEC rose 5p to 683p, Plessey 5p to 281p and STC 3p to 437p, with speculative attention responsible for 13p rise a Muirhead at 101p after 110p. Full-year profits from Evode Group were well received and the shares finished 3p dearer at 51p.

Engineering saw further weakness amid fears of a possible liquidation with Turner & Newall 2p off at 70p. Runsome Hoffman & Pollard 41p easier at 71p and John Brown, reporting today, unchanged at 60p. Dupont, after further difficulties, fell 5p to 8p. Only GKN, up 3p at 137p, showed any recovery. Shares of Arthur Holden dipped 4p to 86p as Metal Box, up 9p at 164p, placed its remaining 17.5 per cent.

The sharp fall in the bullion price and heavy selling from the Continent sparked further selling of gold shares in London. Anglo American Gold tumbled £3 to £34. West Driefontein £1 to £27. Western Deep £2 to £19. FS Geduld £1 to £18 and Southvaal £1 to £11. At the cheaper end, Kinross plunged 31p to 52p. UC Investments 30p to 380p. SA Land 30p to 193p. Middle Wits 30p to 635p and Vlakfontein 20p to 200p. In mining, finance Cons Gold fell 20p to 448p.

Equity turnover on January 23 was £111.839m (14,868 bargains). The most active stocks, according to the Exchange Telegraph, were Rascal, GEC, Shell, STC, Beecham, Royal Dutch, GKN, ICI, Marks and Spencer, Plessey, Thorn EMI, Britannia Arrow, Allied Breweries, RTZ and GUS.

Traditional options were very quiet with a call in Turner and Newall at 71p and puts in National Westminster at 18p and Arthur Bell at 12p.

Higher costs may offset 41 pc rise at Macarthys

By Catherine Gunn

MacCarthy's Pharmaceuticals had a better half year to October '81 thanks to higher demand for prescription medicines and a recovery at its small pharmaceutical manufacturing division.

The shares gained 3p to 136p on news that pretax profits had risen 41 per cent to £2.27m on sales of £95m against £75m. With general practitioners prescribing larger quantities of drugs per visit, and much higher retail drug prices, turnover in pharmaceutical distribution rose 29 per cent to £67m. Since the division's overheads are fixed most of the benefits filtered straight into trading profits, which rose 46 per cent to £2.27m.

Pharmaceutical manufacturing recovered from a £65,000 loss to a £110,000 profit but the surgical equipment side has been hit by hospital spending cuts. The veterinary side's profits slipped by a fifth to £196,000. A recent reshuffle of

that operation is expected to produce better results by the year-end. The slippage on the surgical instruments side was partly offset by the need for consumable products like sutures and needles, but the division's profits ended the half year 37 per cent down at £209,900.

The interim dividend has been maintained at 2.86p gross and the final will almost certainly be held, Mr R. Ritchie, chairman, said yesterday.

He said that the second half's profits were likely to be a little lower than in the first half because of rising overheads. The level of the final dividend will depend upon the extent of those increases and how far new stock relief requirements affect the group. Drug prices are now rising faster than the general price index, which is a reversal of the previous trend.

At the half year overdrafts stood at £4.57m and interest costs rose by £150,000.

Briefly

Matthew Brown: Mr Patrick W. Townsend, chairman, said that although beer sales in the financial year to date were down on those of last year the directors believe the group was at least holding its market share. Sales and profit margins were under pressure but the board was confident of the long term prospects.

Associated Engineering: Speaking at the annual meeting, chairman Mr J. N. Ferguson, said there is little sign of any upturn and profits for the first half will be marginal and any improvement will depend upon an increase in activity, both in the United Kingdom and world generally.

Tanjong Tin Dredging: Pretax profit for year to December 31, £536,000 (£232,000) including interest dividends of £169,000 (£86,500). First interim of 1.5p has been declared.

Babco-Record: Agreement has been reached on a revised cash offer by Babco Limited for Record Ridgway, being 42p cash for each Record ordinary share. Revised offer values Record at £4.7m and is an increase of 5p per share (13.5 per cent) on the original offer.

Dembyware: Group sales for half-year to September 27, 1980, £4,780m (£4,420m). Pretax loss of £48,000 compared with a profit of £54,000 last year. Interim dividend cut from 3.01p to 1.42p gross.

A. J. Worthington (Holdings): Turnover for half-year to September 30, 1980, £1.25m (£1.05m). Pretax profits dropped to £17,500, against £72,200. Interim payment unchanged.

Portsmouth and Sunderland Newspapers: Turnover for 39 weeks to December 27, 1980, £16.24m (£14.07m). Pretax profits, £2.35m (£3.12m).

Edinburgh American Assets Trust: Gross income for 1980, £1.72m (£1.47m). Pretax profits, £572,000 (£522,000). Total gross dividend raised from 1p to 1.14p.

Testured Jersey: Turnover for half-year to October 31, 1980, £5.78m (£4.62m). Pretax profits, £411,000 (£243,000). Interim payment raised from 1.14p to 2.5p gross. Liquid position remains "excellent".

The Greenbank Trust: An announcement was made on Wednesday, January 28, that an agreed offer is to be made by Rowe Rudd & Co on behalf of Malton Financial Services for the 300,000 shares of Greenbank in issue. In this announcement it was estimated that the value of the offer on December 31, 1980, would have been 132p per share. Following this announcement, the share price of Greenbank has risen to a level at which the directors of Greenbank believe it to be above the estimated offer value of the shares as they would be valued under the proposed offer.

The directors of Greenbank announce that, in the light of this fact, they are considering selling all or a part of those shares in which they have a non-beneficial interest, but which they are irrevocably committed to the offer. The aggregate of these non-beneficial interests amounts to 142,649 shares, representing 17.8 per cent of the issued share capital. In the current circumstances, shareholders may wish, after consulting their professional advisers, to take a similar course of action.

Associate's token bid for Eva

By Our Financial Staff

Anglo-Indonesian Corporation, the tea and rubber group, is making an offer worth £3.7m for its associate, engineering company Eva Industries, but does not really want to trigger a takeover of the capital. Eva's chairman, Mr Trevor Astley, expects to make an announcement in response to the offer today.

What Anglo-Indonesian wants is a larger share of Eva's profits in return for the time it is prepared to put into furthering Eva's agricultural hand tool interests. Mr Michael Nightingale, chairman of Anglo, explained yesterday. Since Anglo already owns 27.3 per cent of Eva it had to go above the 30 per cent level that triggers a takeover bid under Takeover Panel rules in order to achieve its objective. The bid itself is purely token and Anglo intends Eva to retain its separate listing.

Anglo decided to make the token bid after agreeing to buy 87,000 Eva shares from BAT Industries at 40p, the price now offered to all Eva shareholders. Acting in concert with Anglo are some of Eva's institutional shareholders. Mr Nightingale and another Anglo director, Mr Selwyn Pryor, in respect of their own shareholdings in Eva. The agreement brings Anglo's aggregate interest to 37.6 per cent of Eva.

Payout passed as Lonsdale dives

Lonsdale Universal's profits were almost halved last year because of the impact of increased interest charges and the final dividend has been passed.

Pretax profits of the printing-to-equipment group dropped by 43 per cent from £1.45m to £829,000 in the 12 months to September 30, 1980. Turnover rose by £3m to £39.9m. The interest charge was £1.3m against £949,000 and the borrowings fell from £4.8m to £4.1m.

The other main problem for the group was the printing industry dispute. This contributed to an 11 per cent fall in trading profits which were £2.14m. The figure would have been worse but for an excellent performance by the business forms unit, Mr Norman Ramseyer, chairman.

Efforts to reduce borrowings met with mixed success. The sale of the department stores for £1m caused losses on book values and redundancy and other rundown payments contributed to the £2.2m extraordinary costs.

Olivetti proposes fourth rights issue since 1978

From John Earle

Roma Olivetti, the electronics and office equipment company based at Ivrea in Piedmont, yesterday announced a capital raising operation, its fourth since 1978.

The existing capital of 208,740m lire (£88.8m) will be increased to 232,820m lire (£98.2m) through a rights issue of 24m preference savings shares of nominal 1,000 lire value. Since, however, they will be offered at 2,500 lire each the funds raised will amount to 60,200m (£25.6m).

At the same time in another rights issue, 120.4m ten-year convertible bonds of 1,000 lire are offered. They bear a 13 per cent coupon and are convertible after the third year.

Olivetti was quoted at 4,625 lire after the announcement, up 55 lire from Wednesday's close.

International

production, were responsible for the earnings improvement. Crude oil production in the United States was 120,000 barrels a day, down 1 per cent from 1979. Worldwide crude oil production was 289,000 barrels a day, about the same as in 1979.

KLM improves

KLM Royal Dutch Airlines' loss for the third quarter to December 31 fell to £13.4m (£623,000) from £11.9m a year earlier.

The operating result, after interest costs, showed a loss of £12.4m against £116.2m.

Record Xerox results

Xerox Corporation says it expects continued progress in 1981, after reporting record fourth quarter and full-year net profits yesterday.

Net profits for 1980 rose to \$619.2m (£258m) from \$553.1m in 1979 on revenues of \$3,200m, against \$6,990m.

In the fourth quarter it earned \$142.2m, up from \$127.8m, on revenues of \$2,200m against \$1,860m.



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FINANCIAL NEWS

Evode up 28pc, but outlook is difficult

By Peter Wainwright

Evode Holdings, best known for adhesives, but also in sealants, building chemicals and do-it-yourself products, has still to justify in share price terms the rejection in 1979 of a Donald Macpherson bid of 61p a share.

Yesterday Evode's shares did rise 3p to 51p after raising sales by 11.8 per cent to £32.48m and pretax profits by 28.4 per cent to £2.07m in the year to September 27. The result was an increase in earnings a share of 26.9 per cent to 10.33p a share.

The group will do well to hold the line this year now that reorganization is completed and the recession continues. The full year's advance of 28 per cent contrasts with more than doubled profits at half time.

However, current cost profits were £3.3m against £32.00m giving the new dividend of 2.40p gross a share an inflation adjusted 3.8 times cover. Despite heavy capital spending, up a quarter last year, net bank borrowings were repaid. But the yield at 5p is only 4.8 per cent.

Apart from Macpherson there were nearly half a dozen other suitors for Evode and the former chairman, Mr Peter Wright, resigned because he was convinced of the desirability of a merger.

Western Scientific makes agreed bid for Negretti

By Margaret Pagano

Western Scientific Instruments, an investment holding company formed last May, yesterday made its first acquisition with an agreed bid for the loss-making instrument group, Negretti & Zambra.

Western, created by the privately run finance house Thompson Clive Investments, values Negretti at £1.45m. The offer is 25p for each ordinary share, against a market price of 30p a share, 60p cash for each 9 per cent preference share and 50p cash for each 3.5 per cent preference share. The Negretti board, whose chairman is Mr Robert Ford, has recommended full acceptance and irrevocable commitments have been received for

45.77 per cent of the ordinary equity and 55.81 per cent of the convertible shares.

Negretti's largest shareholders, Industrial and Commercial Finance Corporation and the National Enterprise Board, have accepted the offer. The institutional investors behind Western, which include Electra Investment Trust, the National Coal Board Pension Funds, Atlas Electric and General Trust and others, have agreed to subscribe £3.75m on the offer becoming unconditional. This will increase Western's shareholders' funds to some £4.25m.

Mr Ford said the bid was in the best interests of the shareholders in the light of Negretti's trading position, revealed yesterday. In the six

months to September the group lost £454,900 against £408,000 last time, on sales down from £5.3m to £5.1m. The interim dividend has been passed. The recession has severely affected performance, particularly from Negretti Automation and Sepkarn, he added.

The initiative for Western originally came from Electra Investments, which approached Thompson Clive with the idea of setting up a new science and technology group to develop cross-marketing between Europe and the United States. If the offer goes through Western is looking to dispose of Negretti's interests outside instrumentation, to improve its gearing and develop industrial electronics and defence products.

Boost from interest, but Allied Textile dips

By Rosemary Unsworth

Allied Textile Companies, the specialist worsted and hosiery manufacturer, saw its profits eroded by 5 per cent last year as conditions in the home textile market remained difficult, although the group held steady during the second half.

Pretax profits went from £3.25m to £3.1m while turnover dipped by £1m to £29.6m in the year to September 30. But Allied benefited from high interest rates, earning £450,000 on £5.3m cash balances acquired as it has rationalized the group over the past six years.

Despite the strength of sterling exports improved by £1m to about £8m although Japan and West Germany, Allied's biggest European customer, are becoming difficult because of their currencies.

Mill closures and reorganization costs amounted to £480,000, compared with £373,000 the year before.

The final dividend has been maintained at 6.3p gross making 10.3p for the year and chief executive, Mr Russell Smith, pointed out that the group's earned interest now nearly paid the cost.

The share price raced up by 9p to 125p, after the announcement, where the yield is 8.2

Recession still hurting Bass

At yesterday's annual meeting of Bass, the brewing plant which recently took over Coral Leisure, Mr Derek Palmer, the chairman, told shareholders that because of the recession, sales of beer, wines and spirits, soft drinks and hotel occupancy have all suffered in recent months. This is likely to continue and will inevitably affect the outturn for the first six months of the current year. However, there were some good signs—the slowing down in the rate of inflation should benefit Bass's sales eventually.

The 10 months to October 31, 1980, saw a 10 per cent increase in sales, while the pretax surplus for the half-year to September 25 last rose from £251,000 to £305,000. The interim dividend is being raised from 1.71p to 2.14p gross and the board expects last year's total payment of 4.42p gross will be "at least" maintained.

Setback for R K Taylor

Pretax profits of Robert Kitchen Taylor, the textiles and property concern, tumbled from £1.9m to £638,000 in the year to September 30, 1980. Turnover slipped from £17.02m to £15.4m. Although earnings per share have dropped from 34.7p to 12.6p, the total gross dividend is being maintained at 14.28p. The board explains that the difficult conditions in the textile industry have persisted and the second half-year did not live up to expectations. Two offshoots made sizeable losses. Remedial action has been taken.

Outlook good for Asprey

Pretax profits of Asprey & Co., the goldsmiths, silversmiths and jewellers, were virtually unchanged at £784,000 in the half-year to Sept. 30, 1980, compared with £787,000 last time. However, earnings per ordinary share rose by 21 per cent to 131.75p. Turnover was 14 per cent higher at £1.1m, reports that had it not been for the costs of integration and rationalising the Alger-

non Asprey Group, earnings could have shown a significant improvement. The outlook for the second half is encouraging.

Another scrip from Hill & Smith

Best-ever results and a scrip issue for the second year running are reported by Hill & Smith, a West Midlands-based group taking in steel stockholding, general steel fabrications and drop forgings. In the year to Sept. 30, 1980, pretax profits rose from £880,000 to a record £1.13m—only the second time they have topped the £1m mark—on turnover up from £16.07m to £18.41m. The total gross dividend is being raised from 4.54p (adjusted for last year's scrip issue) to 5p a share. For the second year running, a one-for-ten scrip issue is being proposed. However, the board warns that profits for the first half of the current year will be reduced, with any significant improvement in the second half depending on an expected recovery in demand.

Holden shares placed with institutions

Arthur Holden and Sons' brokers, Sabin Bacon White and Company, have placed 1.25m shares, 17.65 per cent of the ordinary capital with various institutions. The shares were formerly held by Metal Box. This does not affect the close trading relationship between the two companies, a fact which is underlined by the retention of 653,000 shares, 9.3 per cent in Holden by Metal Box.

Business appointments

London Transport names three new executives

Mr Clive W. Hardie has been named by London Transport as director of mechanical engineering (railways), in succession to Mr Stanley F. Smith, who is to retire. Mr John T. Cope becomes a member of the rail board as personnel director (railways), in succession to Mr R. Hardie. Mr James A. Neale becomes group personnel director.

Dr John Shields has been named managing director of Standard Telecommunications Laboratories.

Captain John Wharrie has been made commodore of the EF Shipping fleet.

Mr Harry Cressman has become managing director of Biron Motor Group.

Mr Ray Horrocks, managing director, cars, joins the board of EL Limited.

On the taking over by Mr R. A. Iles as chairman of Alexander Haysman Insurance Brokers, the board has made Mr R. W. Larkin chief executive of the non-marine reinsurance division.

Mr Kevin Teal is the new export and marketing director of M. L. Shelley & Partners.

Mr D. Ross-Smith and Mr D. R. G. Wilkins have joined the board of McCord MacDonald Machine Services.

Mr Maurice Townsend has been elected as chairman of The Cable Television Association.

Mr Matthew Oakeshott has been made investment manager of the Courtlands Limited Pensions Common Investment Fund.

Mr C. E. Black becomes investment managing director of Globe Investment Trust.

Mr Jeffrey V. Buncher and Mr Alan C. Warrington have been made directors of Yorkshire Chemicals.

Mr Peter J. Galvin is now finance director of Price & Pierce (Building Company). His post as company secretary and group chief accountant has been taken by Mr Andrew Rivers Davies.

Mr Douglas Kramer becomes a non-executive director of Slough Estates.

Mr Richard Lucas and Mr John Usell have joined the board of Hogg Robinson International and Reinsurance. Mr Lucas has also been made managing director of Post Robinson.

Mr Robert Gardner Mountain (Reinsurance & Non-Marine) and Mr Usell managing director of Hogg Robinson & Gardner Mountain (Marine). Mr M. B. Jensen becomes director responsible for production for Hogg Robinson & Gardner Mountain (Marine).

Bullough retrenches as profits fall

By Rosemary Unsworth

Bullough, the engineering to contract furnishing group, saw profits fall by 22 per cent last year as the recession deepened and sterling appreciation made its impact. Pretax profits went from £5.4m to £4.2m while turnover rose by £2m to £49m in the year to October 31.

The closure of the Druce group and the losses on investment of Midland Electric Plating and Bredon Hydraulics, which were sold, amounted to £555,000, with £315,000 trading losses and £151,000 in redundancy pay-

ments. This figure also includes provision for the expected costs of closure of Newman Granger (Engineering), which was announced after the year end.

With demand for agricultural machinery components slumping, Bullough has decided to transfer the remaining viable parts of the business, with £1m worth of orders, to other parts of the group. The closures so far have resulted in 400 redundancies.

Interest charges came to £250,000, more than double last year's figure.

Although Project Office Furniture increased its profits to a record, a reduction in sales has now been felt. B & B Trailers has experienced the same market conditions as the rest of the caravan industry where exports to Europe have slumped, with the strength of sterling. Electricals benefited from a defence order although mining motors and marine tool operations suffered.

The final dividend has been maintained at 9.35p gross, making an unchanged total of 16.35p gross.



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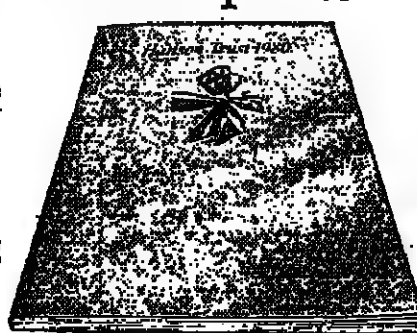
This represents an increase of 25 per cent over 1979, our seventeenth successive year of increased profit, earnings per share and dividend growth.

Earnings per share rose to 23.2p (18.5p) and dividends were well up at 8.5p (6.57p adjusted).

Payments to shareholders were up 38 per cent on 1979 at £9.1 million (£6.6 million).

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The Over-the-Counter Market

1980/81	High	Low	Company	Price	Ch'ge	Gross Divid	Yld %	P/E
75	39		Airsprung Group	64	-1	6.7	10.5	5.8
44	21		Armitage & Rhodes	42	-2	1.4	3.3	17.3
122	92		Eardon EMI	109	-	9.7	5.1	7.1
87	39		Country Cars Pref	38	-	-	-	-
98	83		Deborah Services	96	-	5.5	5.7	4.8
126	88		Frank Horsell	113	-	6.4	5.7	3.5
110	56		Frederick Parker	56	-	11.0	19.6	2.6
110	74		George Blair	78	-	3.1	4.0	-
110	59		Jackson Group	108	-	6.9	6.4	4.1
124	103		James Burrough	120	-	7.9	6.6	9.8
334	244		Robert Jenkins	330	-1	31.3	9.5	-
53	50		Scruttons 'A'	53	-	5.3	10.0	3.8
224	216		Tarday Limited	216	-	15.1	7.0	3.7
23	10		Twinkl Ord	124	-	-	-	-
90	69		Twinkl 15% ULS	78	-	15.0	19.7	-
56	35		Unilock Holdings	37	-	3.0	8.1	5.7
102	81		Walker Alexander	101	-	5.7	5.6	5.6
258	181		W. S. Yeates	258	+2	12.1	4.7	12

ACCOUNT DAYS: Dealings Began, Jan 26. Dealings End, Feb 6. § Contango Day, Feb 9. Settlement Day, Feb 10.
§ Forward bargains are permitted on two previous days

\$ Forward bargains are permitted on two previous days

[illegible]

[illegible]

Some faces of America . . . a high school football match in Decatur at the Smithsonian Institution in Washington Uncle Sam holds that was left of project Vanguard, the first American space launch, which crashed seconds after lift-off in 1957; the Statue of Liberty offering a welcome to New York. Photographs by Richard and Sally Greenhill, Brian Harris.

More airlines, more destinations and a wide range of fares

of these costs £225, including return air travel, car hire and the cost of the accommodation. One package deal enables holiday-makers to pick up their vehicle at Los Angeles and leave it on the east coast after driving it across the country.

The same company has recently launched a "fly now, pay later" scheme under which intending holiday-makers in the United States can obtain holidays and flights to a value of £1,200 on credit subscriptions. The scheme is administered by the Creditbank Trust. Subscribers make monthly payments of between £20 and £100 and are then entitled to credit up to 12 times their subscription.

Credit for full payment of a holiday is available at once on joining the scheme. Interest is calculated on an annual rate of 10 per cent is paid on any credit balance in the account, while interest is charged on arrears at 2 per cent a month, which is equivalent to an annual rate of 26.5 per cent.

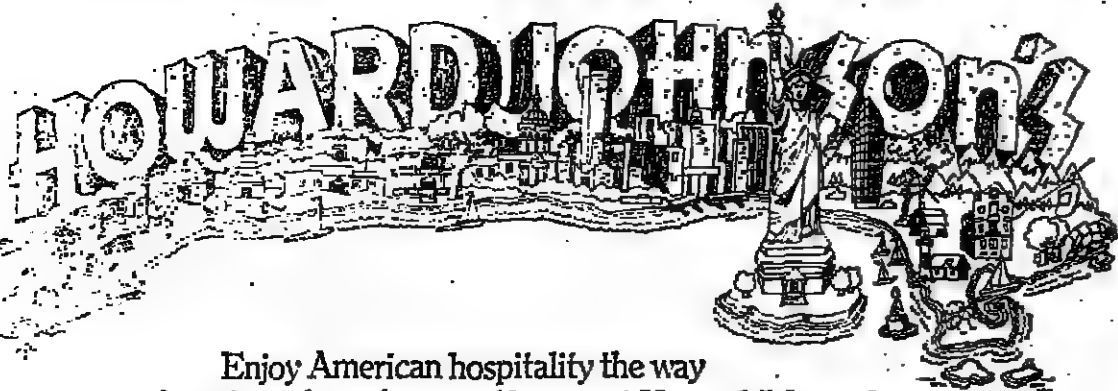
Mr Reg Pycroft, founder and managing director of the scheme, said: "Holidays are now the most important annual purchase in most households, ranking above such things as new cars and furniture. We believe this scheme will be a great help to those who wish to go on holiday but find the immediate bill a strain in these recessionary times."

Cruising, and particularly the new ports of Florida, are becoming increasingly popular, and many of the package deals offered by the airlines flying from Britain to the United States this year include this form of holiday. Cunard has an arrangement with British Airways under which it is possible to travel to New York on the liner QE2, a voyage which takes five days, and then fly home. The cost of the round trip starts at £520.

Arthur Reed
Air Correspondent

Arthur Reed
Air Correspondent

When you're on holiday in the States, stay with a famous American.



Enjoy American hospitality the way Americans have for over 50 years at Howard Johnson's.

We have over 520 fine hotels and motor lodges across the country — at airports, on highways and in most major downtown areas. If you're staying on the East coast, the choice is practically endless. In fact, there are more than 100 Howard Johnson's to choose from in Florida alone.

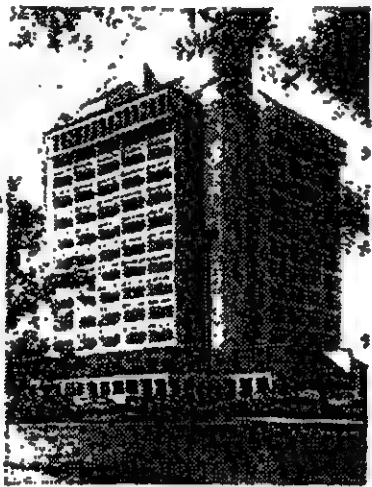
At every one of our hotels and motor lodges, you'll find friendly service and clean, quiet accommodations at very sensible prices.

So come relax in our spacious, comfortable rooms. Refresh yourself with a swim in our pool. Or have a delicious dinner at a Howard Johnson's restaurant. You'll find them at our lodges and hotels, with many serving meals 24 hours a day for your convenience.

Most lodges also offer a family plan. When two parents get a room for the regular two-person rate, children under 18 stay in the same room free!

So next time you're planning a trip to the States,

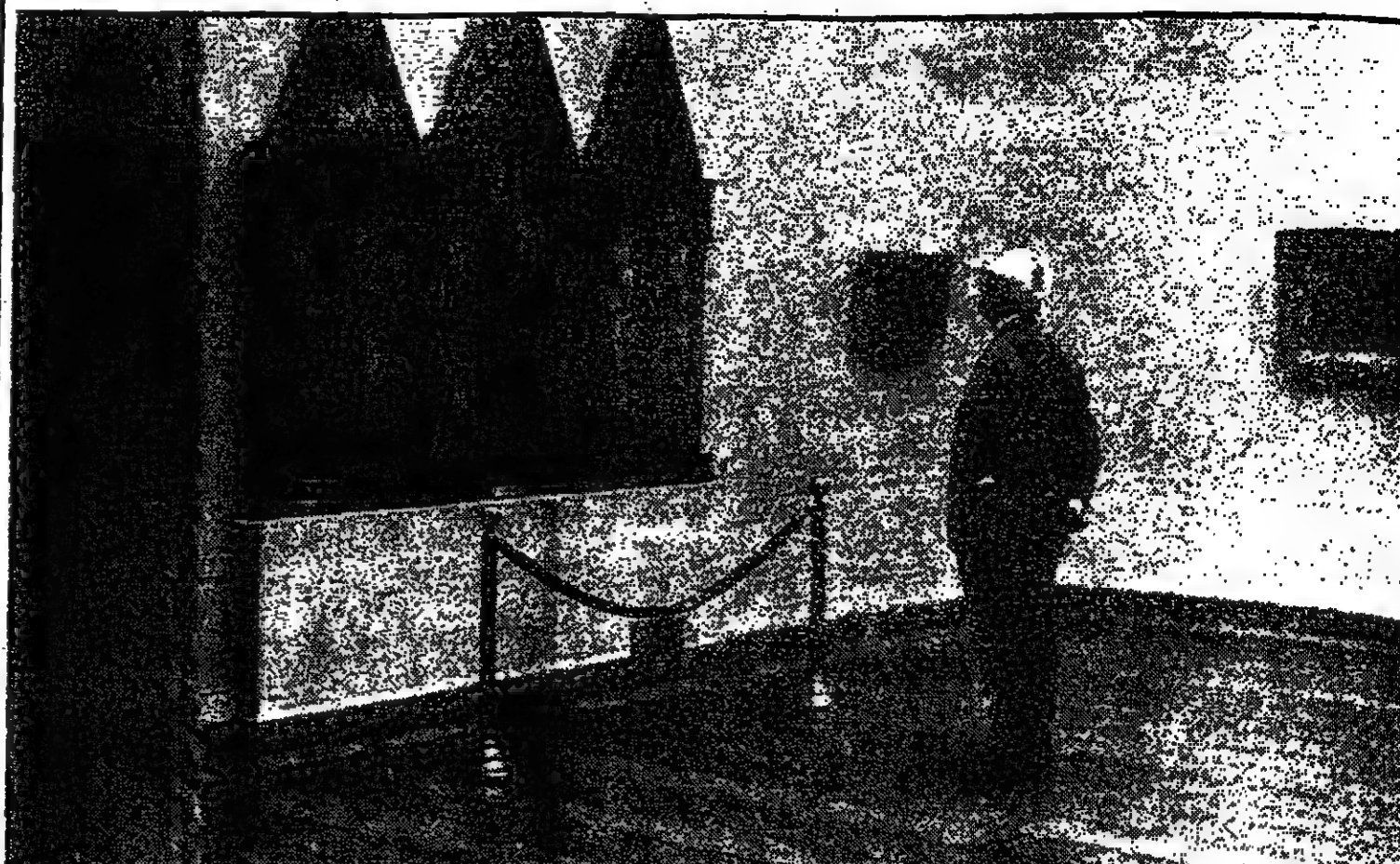
choose a holiday package that includes accommodations at Howard Johnson's. Just consult your local travel agent or Travel Markets International, our Howard Johnson's representative in London, who can assist you with tours featuring our distinctive hotels and motor lodges. Tel: (01) 734-7282 or write Travel Markets International, 35 Piccadilly, London, W1V 9TB, England.



HOWARD JOHNSON'S
distinctive hotels and motor lodges

Museums

As good as the French but better organized



Everyone knows about the great American art depositories. The Metropolitan Museum of Art in New York is surpassed only by the Louvre, the National Gallery in Washington is comparable to the National Gallery in London and Chicago and Boston have enormous and splendid art galleries.

New York, Los Angeles, Washington, Philadelphia and Boston, like London and Paris, have a multiplicity of museums, including the Frick and the Museum of Modern Art in New York, the Preyer and the Hirshhorn in Washington, the Gardner in Boston and the Fogg in Harvard, across the river. Local museums in smaller places often contain important treasures, like French provincial museums, though they are invariably much better organized.

In New England, for instance, Manchester, New Hampshire, has a fine art gallery containing a Tiepolo, a fine Monet, a Constable and works by Greuze, Tintoretto and Degas. In Williamstown, in north-west Massachusetts, is the Clark Institute which has a large collection of Impressionists, a Piero della Francesca Madonna and Child, and the second finest collection of silver in the United States (the best is in Boston).

The big cities with big and important galleries include Houston, Detroit, Pittsburgh, Kansas City and Cleveland, whose other charms are

not immediately apparent to visitors. More attractive cities with important museums include Philadelphia, St Louis, Baltimore, Los Angeles, San Francisco and New Haven (Yale). They are all large, rich and eclectic collections.

In Philadelphia, for instance, there is a large collection of the Impressionists and the most important collection of the works of Marcel Duchamp, including "Nue Descendant un Escalier". There is a separate Rodin Museum, the finest apart from the Musée Rodin in Paris, and the Barnes Collection.

The Barnes, situated in a suburb called Merion, has the finest collection of Cézannes and Matisse in North America and the most

preposterous rules concerning visitors: it is closed in July and August, is open on Fridays and Saturdays only (9.30 to 4.30) and Sundays (1 to 4.30). You should get there at opening time or book.

Always telephone small museums before visiting: they have many quirks of opening times. They are often closed on Mondays and a few shut for whole months in the summer.

The famous galleries in the big cities mentioned above are worth separate journeys. The best view of Detroit is from Canada, across the river: drive out through the horrible inner suburbs to the art museum, which has a huge and marvelous collection, including a famous La Tour,

Space and light are visitors to the National Gallery of Art in Washington DC to appreciate finer points of price exhibits.

for instance, and the J. Paul Getty Museum in Malibu, a suburb of Los Angeles, is the richest in the world. Before the price doubled last year, itsowment was worth more than \$800m. It some interesting material especially French 18th century furniture, a serious problem: how it spend \$2m a week?

Patrick Brog

Parks

Excitement starts at the Rocky Mountains

The tourist often flies to see the skyscrapers of New York, the jazz clubs of New Orleans, and the Golden Gate bridge in San Francisco, and misses the awesome and magnificent natural treasures of the American nation. The national and state parks cover millions of square miles, from the Everglades swamps of Florida to the ice-fields of Alaska, from the lush mountainous pastures of Montana to the harsh desert of Arizona.

No tourist can hope, even in a dozen American holidays, to see all the parks: I shall describe my favourites. They are wonderfully looked after by the National Park Service, with excellent roads and hiking trails and all modern conveniences. There are camping grounds and inexpensive lodges (and some top-class hotels here and there), and shops, petrol stations, restaurants, and public transport in many of the parks.

There are no shortages of parks on the east coast, and thousands of people flock each summer to those in Maine and New Hampshire (Boston is the closest airport, and from there one may rent a car), and New York state; or out into the

countryside of Pennsylvania and down the Blue Ridge mountains of West Virginia and through Cumberland Gap and on southwards. But for me the true excitement of the parks starts at the Rocky Mountains.

Denver is the logical base to rent a car and set forth for mountain country. The Rocky Mountain National Park offers splendid hikes and walks and is certainly worth a couple of days. The best place to stay is just at the entrance to the park in Estes Park, about 65 miles from Denver: it has a great variety of hotels, motels and restaurants. A hearty German meal can be had at the Edel Haus; and if you get the right room you can have a fine view from The Inn at Estes Park. The park service arranges lots of guided walks and hikes.

There are two separate and exciting routes to take this park. If one drives through the park and on to the west, then about four or five hours after leaving Estes Park one can stop for a couple of hours at Dinosaur National Park in northern Utah to see some stunning excavations, and from there across into Wyoming, where after a long ride and an overnight stay en route,

one can arrive at Jackson Hole. This small town also has an airport with service from Denver and Salt Lake City.

Now this is the frontier West, home of saloons and turn-of-the-century cowboy melodramas at the Pink Garter theatre and the location too of the Grand Teton mountains. There are modern hotels in Teton village, but there is more summer fun to be had driving north of Jackson and camping or staying at one of the lodges in Teton National Park. For even the novice the horse riding there with local cowboys is great fun, as is the rafting and the hiking within constant view of the peaks of the Teton mountains. The accommodation is good in this park, but you must book early and confirm reservations.

Farther north you reach Yellowstone National Park. It lacks the relaxing beauty of Rocky Mountain or Teton parks and is much more the place to come for just a couple of days to see geology in action, exploding, smelting and changing constantly as you watch. The change comes in handy for tips and small cash purchases. With shopkeepers and restaurant owners so willing to take such tender, there is no need to go to a bank for change. (£=52.40.)

While most things in the United States are cheap by European standards, payment for medical services can be ruinously expensive. It is not wise, therefore, to ignore insurance. Several companies, and organizations like BUPA, offer cover at varying rates.

As an example, most members of the Association of British Travel Agents will quote to purchasers of Apex tickets a charge of £19 a person for cover up to six months. This safeguards the

traveller against medical expenses up to £50,000, loss of baggage up to £600, loss of personal money up to £200, and a host of other potential calamities.

Finally, do travel light. Almost everything you might think you will need en route can be purchased as cheaply, if not cheaper, on arrival, be it clothing, films or tobacco. America will supply any type of goods, any service, to those who can pay for it, almost at any time of the day or night.

What kind of welcome awaits you? To say "the warmest" is grossly to underestimate. Americans, particularly in the West and the South, exude a hospitality and generosity to foreigners, and particularly to Britons, that is at times almost embarrassing. You will come back feeling that you have more friends across the Atlantic than you have in your own country; and so low is the cost of travelling to and through the States nowadays, I guarantee that you will be only too willing to take up the Texan and Southerners' wish that "y'all come back again—real soon".

Dennis Topping

A four-week trip converts a reluctant wife

continued from previous page

renovated or even reconstructed as they were in the eighteenth and nineteenth centuries. All that unbeatable transatlantic flair for showmanship has gone into such projects, as it has into the presentation of exhibits in the museums. Many early railways have been maintained in working order, and it is still possible to take a covered wagon holiday in states like Kansas and Texas.

Much of the entertainment, particularly in big cities like New York, Chicago and San Francisco, is free. Even dams, like the huge one that straddles the Colorado River between Utah and Page, Arizona, offer free self-guided tours. Accommodation, by European standards, is luxurious. Hotels like the Utah in Salt Lake City, the Brown Palace in Denver, and Chicago's Drake are among the finest in the world, and their charges, given the quality of service and facilities offered, are very low. At the Drake an impeccable room for two starts at \$71 a night.

There are few "bad and breakfast" signs. Instead, Americans stay at motels, which are cheap, clean and offer all that is needed for an overnight stay. In 1980, prices in the western states averaged about \$21 a night for two. Often this price bought a room with two large beds.

Booking is not usually a problem, except in the peak holiday periods or in the national parks. There are so many motels that a room of some kind can usually be found on arrival. It is also possible to book ahead, by telephone, although there is a risk of finding the room gone if arrival is later than 6 pm; but most motel keepers will hold the room if the visitor rings to say he is on his way.

Money. Although the system has taken a bit of a knock in recent years, America remains a largely cashless society, thanks to its peculiar banking laws. Major credit cards like American Express, Visa, Master Charge, and Diners Club are accepted all over the country, although America is unlikely to buy supplies of petrol at gas stations. Access can be used with al-

most no difficulty, provided the card holder points out that it is linked with Master Charge—and the latter is taken at most petrol stations.

Apart from plastic money, travellers' cheques are widely used and present no difficulty, particularly if they are as well known as American Express and are drawn in fairly small denominations. Those in the region of \$50 can readily be used for paying for meals; the change comes in handy for tips and small cash purchases. With shopkeepers and restaurant owners so willing to take such tender, there is no need to go to a bank for change. (£=52.40.)

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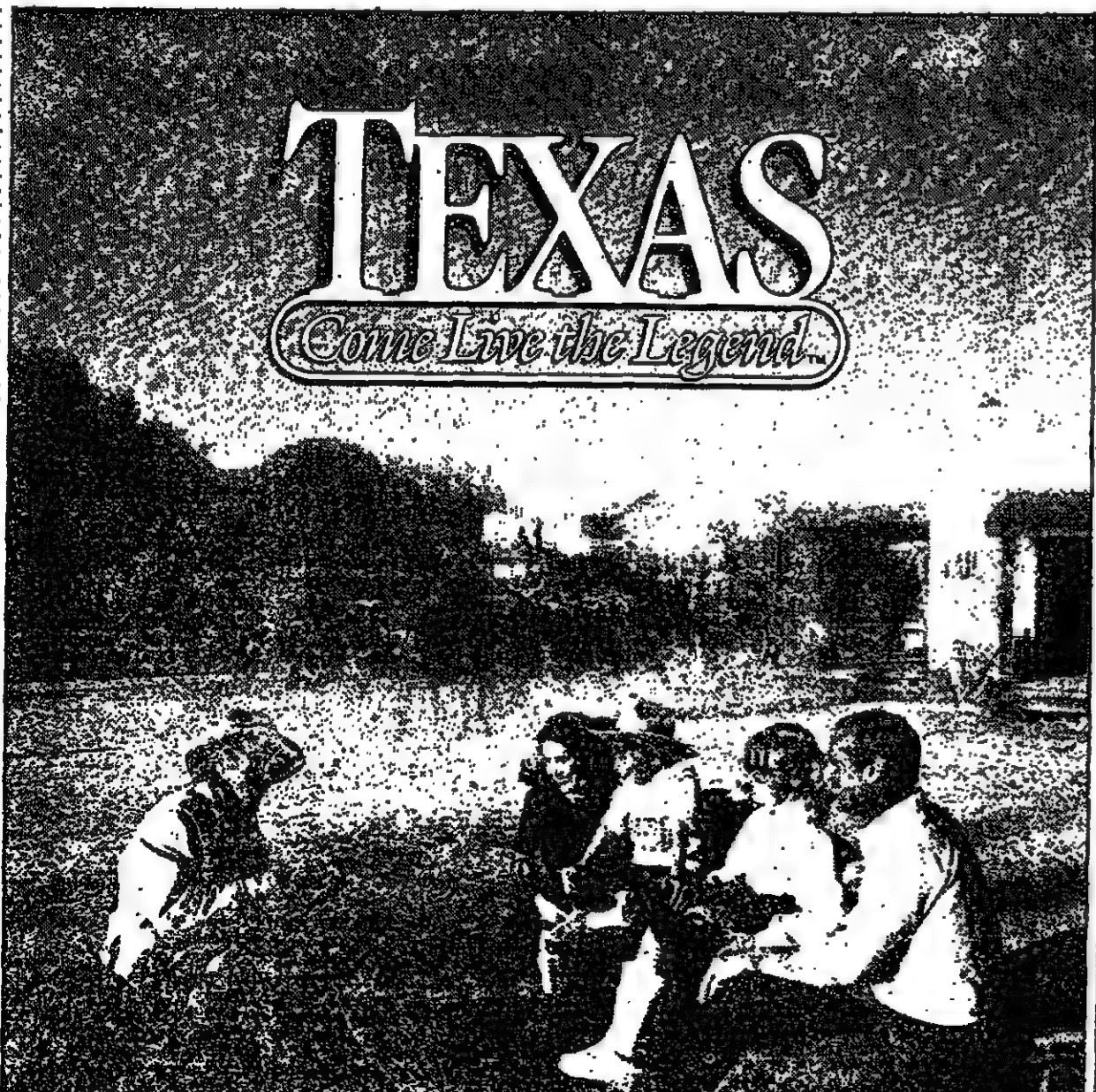
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Dennis Topping

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On the following pages the United States is divided into areas which can be reached from the major direct flight 'gateway' airports. Times writers give examples of places to see, things to do, ways to travel for a short or long stay

Gateways: Los Angeles...

Balmy weather—and a touch of the tinsel

Los Angeles, aficionados of San Francisco notwithstanding, is really the international gateway to the West Coast. Its fame as a city, forgetting the film studios, Disneyland and all its more obvious tourist attractions, rests on its balmy weather and its superb variety of different holiday environments within easy drive of the city.

In two hours you can be in the desert, say at Palm Springs, a resort oasis of swimming pools, tennis courts and golf courses with temperatures in the summer unbearable, hovering around 110°, but in the winter a delightful 80° or so.

An equal drive will take you to alpine communities like Lake Arrowhead and Big Bear, 7,000ft up in the mountains with crystal clear lakes, pine trees and chalets. Half an hour from Los Angeles airport are some of the finest beaches in the world, including Santa Monica, a 1930-style seaside community which seems to be the magnet for British tourists, and houses Los Angeles' largest British population in exile. Southern

California has about 350,000 Britons at last count.

It is undeniable, however, that for many, Los Angeles' chief attraction is its touch of the tinsel. It has film studios, streets familiar to television viewers as the locale for just about every show they see on the home screens, and the opportunity in the more rarified atmosphere of Beverly Hills to spot Doris Day pedalling around on her bicycle, or Zsa Zsa Gabor popping out of her Rolls on the fashionable Rodeo Drive to pick up something to wear. The bolder tourist, for the price of a cocktail, can pop along to the Polo Lounge of the Beverly Hills Hotel and spot anyone from Rex Harrison to Gene Kelly supping with their agents.

A mandatory visit is to Disneyland, 30 miles from the centre of Los Angeles, and accessible by car or bus. Families with children who want to make a holiday out of Disneyland, in itself, might consider booking into the Disneyland Hotel, or more modestly into any of the assortment of motels that ring the park in Anaheim. The Universal Studio tour is a pre-packaged, pre-

digested glimpse of how and where the movies and television shows are made. Marineland of the Pacific is an exciting aquatic theme park on the outskirts of Los Angeles, 45 minutes to an hour's drive; from there you can yomre to Long Beach and tread the decks of the refurbished Queen Mary.

A delightful two-hour boat trip will take you to Catalina Island, whose capital, Avalon, has not changed in 50 years. The island, owned by the Wrigley chewing gum family, is the perfect spot for children and you can stay there in a variety of hotels, but these are scarce and should be booked in advance. In case of problems the boat goes back to the mainland every evening and there are air and helicopter connections as well. It is a treat that too many tourists overlook.

The cheapest free show in Los Angeles is to be found in the Venice boardwalk every Sunday, with its roller skaters, jugglers, bikini-clad bicyclists, joggers mingling, with buskers, street vendors, beggars, antique and art sellers. It is a movable bohemian feast, completely different from the some-

times plastic over-hygienic South California environment that surrounds it and it all takes place along miles of white sandy beaches fringed with palm trees.

For the culture oriented visitor, despite the feeling abroad that Los Angeles is a city of barbarians, there are several superior art museums—the County Museum of Art, the Getty Museum in Malibu, a recreation of a Roman Villa with a superb collection of classical sculpture and French furniture, and the Huntington Hartford Museum, both in Pasadena, both with world-class collections.

For the music and theatre lover there is the Los Angeles Music Centre, a complex of two theatres and a concert hall for which the money and the energy was supplied by Dorothy Chandler, wife of the late publisher of the Los Angeles Times. The Los Angeles Philharmonic, one of the world's great orchestras, now under the direction of Carlo Maria Giulini, plays its season at the Music Centre in winter and the Hollywood Bowl in summer. No holiday in Los Angeles is complete without an evening picnic and Bowl concert.

If you base yourself in Los Angeles and rent a car on unlimited mileage (still the best way to see the country) you can easily take in San Diego and La Jolla, 120 miles to the south (two-and-a-half hours easy drive), which boasts Sea World, a huge aquatic park, the Scripps Institute of Oceanography, the Salk Institute for Medical Research (Dr Jonas Salk is the discoverer of the polio vaccine), a superb modern art museum and an interesting campus of the University of California. In San Diego there is an old town, a colourful Mexican shopping bazaar with multiple restaurants and shopping stores and not to be missed is Coronado Island, connected to the mainland by a bridge to which boasts one of America's finest old hotels, the Victorian Coronado, where legend has it the Duke of Windsor first set eyes on Mrs Simpson.

For a griller experience there is the cross-border trip from San Diego into Mexico's border town of Tijuana with its street markets, its native colour and unfortunately its grime, poverty, vice and squalor. It is simply a tourist trap and should never be viewed as representative of what Mexico has to offer. It is advisable to park on the American side and walk over the border.

It is an acceptable drive from Los Angeles to San Francisco, with some super scenery along the way, and if you are driving north from Los Angeles there are some interesting stops along the way, Santa Barbara for example, a beautiful old Spanish town. Lunch on the terrace of the magnificent Old Biltmore Hotel is not to be missed—much is reasonable, the view is priceless. A half-hour farther north is Solvang, an entirely Danish community in the green rolling countryside of the Santa Ynez Valley, complete with tourist shops and restaurants.

But perhaps the most interesting stop on the way to San Francisco is the house that William Randolph Hearst built on the top of a mountain at San Simeon. The place is a palace

jammed with art, antiques and the kind of opulence that no one, not even monarchs, can afford anymore. Three different tours of the estate are offered. In summer visitors should book well in advance through a ticket agency. The castle is operated by the California Department of Parks and Recreation and a letter to the agency at San Simeon, California will elicit a brochure about the tours well worth studying in advance.

San Simeon is almost half way between Los Angeles and San Francisco. If you are leery of freeway driving there are other ways to get around, even in this car-bound society. Amtrak, the national train service, runs a train called the Coast Starlight every day all the way from Los Angeles to Seattle—a 30-hour trip. For San Francisco visitors, the train stops at Oakland on the other side of the bay and there is a bus connection—a 30-minute ride—to the centre of San Francisco.

The Starlight leaves Los Angeles at 10 am and deposits San Francisco passengers at 8.25 pm. It travels along the picturesque coastline for some 200 miles, then goes inland at San Luis Obispo through the Steinbeck country and the farmlands of the Salinas Valley.

During peak holiday times the train is heavily overbooked so trips should be planned well in advance. The train has a restaurant car and snack bars and the one way fare to San Francisco is \$34. Passengers continuing all the way up the coast to Seattle can take a ferry from there into Vancouver, Canada. And for the more adventurous with more time there is the Alaska Railway, which will eventually deposit you at Mount McKinley, the highest peak in North America.

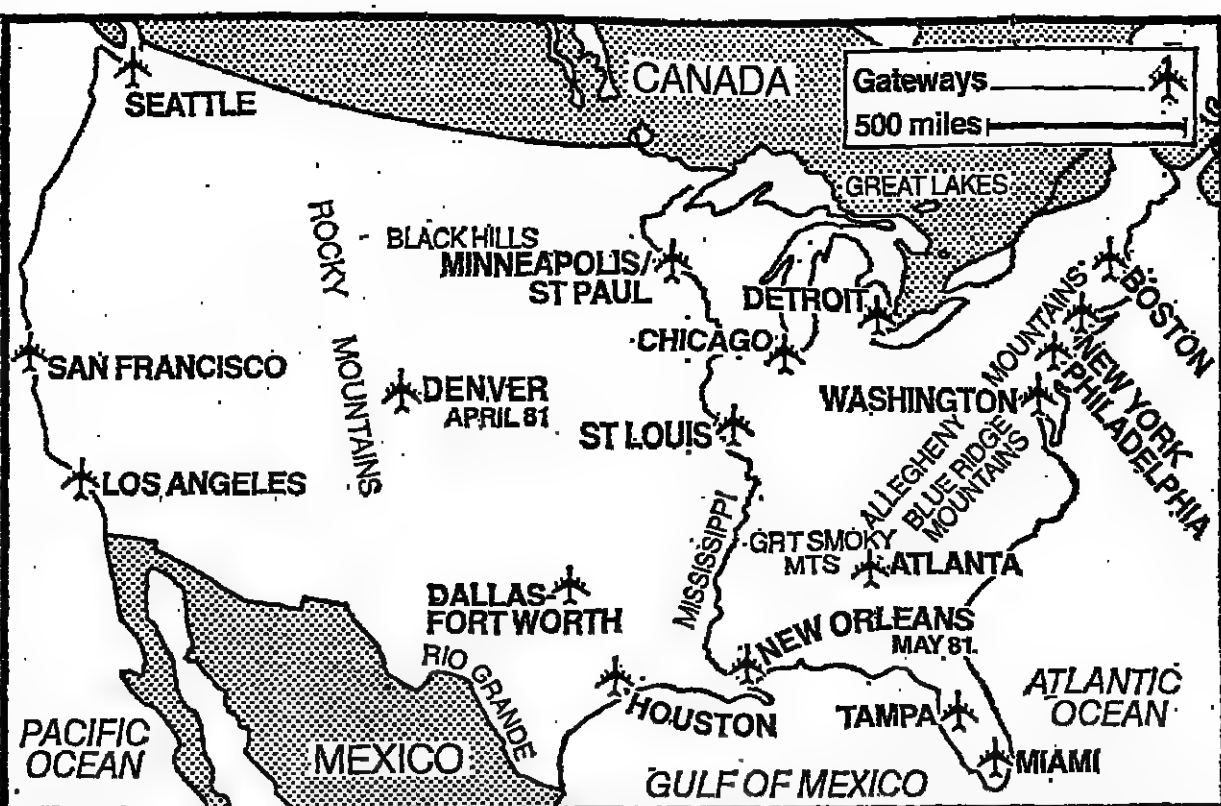
Train trips from Los Angeles can also be taken to the Las Vegas gambling town, a 30-minute air-trip, or a five-and-a-half hour drive, but closer to seven hours by train. The Desert Wind train then goes on from Vegas to Salt Lake City, the bastion of Mormonism and gateway in the winter to some of the country's best skiing slopes.

Amtrak also runs a train to the Grand Canyon (actually it goes to Flagstaff, Arizona, with a bus connection to the canyon). As in Britain, Amtrak offers an unlimited travel pass (USA Rail pass)—great value if you plan to use the rails a lot. A sleeper on the train to the Grand Canyon will cost you \$35.50 extra.

Most British visitors come in search of the sun but for the ski crowd the favourable rate of exchange makes a winter holiday there more and more attractive. Skiing is as close as two hours from Los Angeles, or farther away in the mountains of Utah and Colorado. There are a variety of ski package holidays out of Los Angeles which can be booked in advance.

For summer travel do not overlook the West Coast by Greyhound bus, via its unlimited travel, 30-day American pass. You do not have to worry about the price of petrol (actually a bargain for Britons at \$1.25 a gallon) wear and tear on the driver or the chance of accidents. The buses are air conditioned, carry their own lavatories and it is by far the cheapest way to travel.

Ivor Davis



The Venice boardwalk, the cheapest free show in Los Angeles.

... San Francisco

Cosmopolitan and feels like a real city

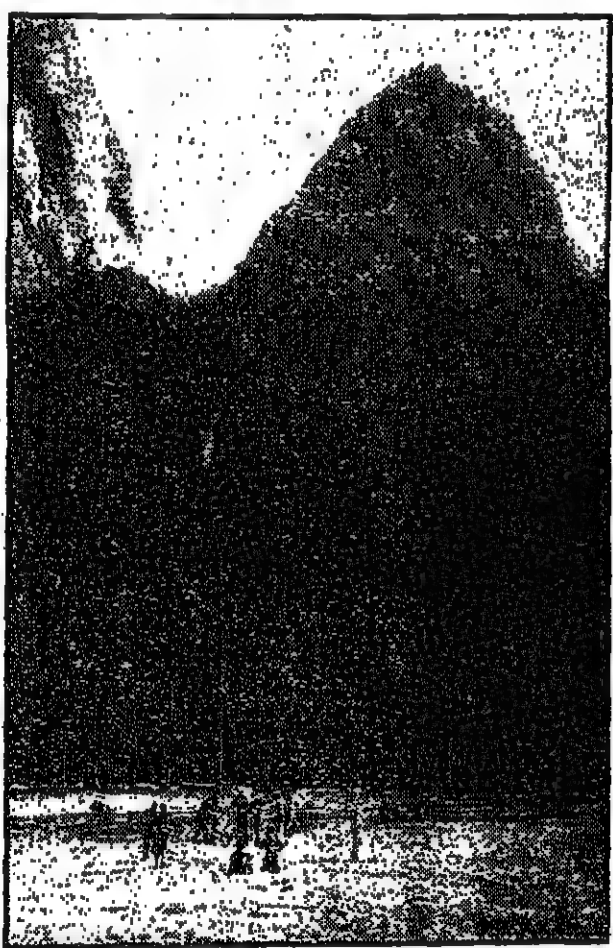
Someone once said: "every man should be allowed to live two cities—his own and San Francisco". And certainly it is the west coast city that Europeans are most comfortable with. Unlike Los Angeles it has a centre, it is small, controllable, has good public transport and it feels like a real city.

Its attractions are its cosmopolitan flavour, derived from its largely French, Italian, Irish and Chinese communities, its beautiful position on the hills surrounding the Bay, its Golden Gate Bridge, one of the world's engineering marvels and its wonderful food.

It is also much cooler than Los Angeles. You can still ride its national landmark, the cable car, though they are inclined to be creaky these days and to break down. San Francisco and Los Angeles are both in California—that is about as much as they have in common. Residents reserve the same affection for each other as that displayed between the denizens of Edinburgh and Glasgow.

Hotel accommodation in San Francisco varies widely—from the Nob Hill luxury rooms, through a marvellous collection of smaller Victorian hotels with grace and charm and convenient location to the more plastic motels that ring the city.

One of the chief points of interest within the confines of the city is Fisherman's Wharf, a creaky but fun cable car ride from Union Square, where the fishing fleets unload their catches into the cauldrons of the Italian-run seafood restaurants that ring the wharf. Next to them is the Cannery, an updated warehouse-style arcade of galleries, shops and restaurants and across town is another fashionable shopping arcade, Ghirardelli Square.



About 200 miles south of San Francisco is Yosemite National Park.

San Francisco's Chinatown is the most colourful and authentic in America with the best and most reasonably-priced restaurants. Telegraph Hill is the Bohemian section of the city, once the home of artists, it was then passed through by the beatniks and the flower children and now is undergoing a renaissance and is a mish-mash of

expensive apartments and zickety little cabins. For the culturally inclined there is the opera, in season, the New Symphony Hall, the California Palace of the Legion of Honour—a repository of French art with a magnificent view of the Bay—and the Palace of Fine Arts on the edge of a natural lagoon in the Marina district.

The city is justly renowned for its food, with far and away the best French, Italian, Chinese and continued on next page

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Gateways: Seattle...

The great outdoors

One of the major gateways to Alaska bills itself proudly as "the most livable city in America"—and that means clean air, pure water and uncrowded roads.

Compared to Los Angeles county—with its more than seven million residents—Seattle, with just over half a million, is a small town. For those looking for a great outdoors holiday, there is plenty of fishing, boating, skiing, camping and the climbing within easy driving distance of Seattle. It is just a few hours drive into Idaho along scenic routes

that take you past such glamorous sounding places as Snake River Gorge, the Cascade Mountains and the Columbia River. It is fairly easy to travel to British Columbia from Seattle either by road, some 100 miles, by plane (less than 30 minutes) or by water—two and a half hours on the hydrofoil or four and a half hours on a ferry which deposits passengers in Victoria. For the more adventurous at heart there is a three and a half day trip via the Alaska Steamship Company, which is part of the State of Alaska's public transportation system, to Skagway, Alaska.

Ivor Davis

Feels like a real city

continued from previous page

Russian restaurants on the West Coast. It now has a subway system, Bart, which connects San Francisco with Oakland under the Bay and with Berkeley, home of one of the rowdier campuses of the University of California.

Try to avoid driving in the city. Parking is impossible, traffic is awful, with a maze of one-way streets, and the pitch of the hills can be terrifying. A variety of good public transport is available. There are plenty of cabs and a car is a distinct liability.

From Fisherman's Wharf, a mile and a half ferry ride takes you to the notorious Alcatraz Prison now run by the National Parks Service, affording you a glimpse of Al Capone's cell—and the San Francisco skyline. Tour information from the Parks Service.

From San Francisco one can reach some of the most magnificent scenery in the West. North are the Redwood forests, those natural cathedrals of breathtaking splendour which run 550 miles north of San Francisco to the south-west corner of the state of Oregon on the western slopes of the Sierra Nevada. Also north of San Francisco is the Russian River, a scenic recreation area. The river flows south for several miles, then turns inland through redwood groves and vineyards before rejoining the Pacific.

About 200 miles south of San Francisco is Yosemite National Park, a wonder of meadows, rivers and tall mountains. Sacramento is the capital of the most populous state in the union and it is from here that a three-hour drive from San Francisco, very hot in summer, but pleasant the rest of the year.

With the pound doing so well, a western American holiday is one of the best bargains for Britons. Dining out, particularly, will seem reasonable with dinner at a top restaurant available for \$20 a person, often including a good California wine. Hotels are uniformly good, from the high-priced luxury hotels in San Francisco and Los Angeles, about \$180 a night, to the plentiful motel/hotels, clean and efficient with private bath, colour television, air conditioning and pool, which run at about \$35 to \$45 and more per couple.

Planning ahead information can be had from the Greater Los Angeles Visitor's Bureau, 505 South Flower Street, Los Angeles California 90071, serving all of Southern California, and the San Francisco Convention and Visitor's Bureau, 1390 Market Street, San Francisco.

For Automobile Association members there is a superb and detailed California/Nevada Tour book which will tell you everything you need to know about the two states. The Auto Club also provides similarly detailed booklets on other parts of the North-west, from route information, to current hotel prices, to restaurant recommendations.

Greyhound offers the Ameripass for 30-day, unlimited travel, which is obtainable from its London office. Amtrak offers seven, 14, 21 and 28 day passes known as the USA Rail pass, which can be obtained through any Thomas Cook office.

have to be made well in advance for peak season, but it is a never to be forgotten experience.

The Monterey Peninsula is an easy two-hour drive south of San Francisco with the pretty Spanish mission towns of Carmel and Monterey, set among pines, cypresses and white sands. Between them is the scenic 17-mile drive, which winds its way through the famous fairways of Pebble Beach and Cypress Pines golf courses. The 65-mile drive from Carmel, south towards Hearst Castle, runs along the famed Big Sur coastline. It is wild, rugged, winding and beautiful, comparable to the coast of Western Ireland or the Western Highlands of Scotland.

Then there is wine. One of the pleasant trips from San Francisco and an attractive idea for lovers of the grape is a tour of the wine country. You can drive your own car or take a chartered bus. A valuable brochure, California Wine Wonders, is available from the Institute of California, 165 Post Street, San Francisco, California 94108—include money for postage.

It is like driving in the Loire Valley, only cheaper and the people are friendlier. The hospitality is generous in the wineries and there are quality restaurants and country inns to rest at. There are hundreds of tasteful rooms from the coastal regions to the sierras, extending north and south. You can take a day trip—or spend a week.

For the politically minded, Sacramento is the capital of the most populous state in the union and it is from here that a three-hour drive from San Francisco, very hot in summer, but pleasant the rest of the year.

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The pastboard version has been the backdrop to numerous Hollywood shoot-outs. This is Front Street, Dodge City, Kansas, where Wyatt Earp and tamed the bad men. The original burnt down almost a century ago, but has been faithfully recreated from photographs.

... Chicago, Detroit, Minneapolis/St Paul, Denver ...

Trail to mid-West follows famous rail links

Those who want to discover what many regard as the real America should choose the northern gateways of Chicago, Detroit and Minneapolis/St Paul. These give direct access not only to the mid-West but also to the more northerly of America's 17 western states.

It could be argued that the West begins at Omaha, Nebraska, where most that is old in American history gives way to much that is new. From this city the great Union Pacific Railroad began.

Its drive to San Francisco, eventually linking the continent from sea to shining sea, to the north lies the Black Hills of Dakota, the last sacred Sioux burial ground. Westward, along the line followed by the Union Pacific, is the Oregon Trail through Fort Laramie, Wyoming, and parallel to this, the route taken by the Mormons in their search for the promised land by the Great Salt Lake.

If the traveller to Omaha turns south, a drive of seven to 10 hours will take him to the cowtowns of Kansas, such as Wichita and Dodge City—the latter with its marvellously re-created Front Street. To the south-west is Pike's Peak and the splendour of the Colorado Rockies, or the beautiful national parks, canyons and lakes of southern Utah.

By crossing the Missouri river and returning to the entry points, the visitor can savour again the atmosphere of the great farming and industrial centres of Chicago and Detroit, back in the rolling agricultural richness of Minnesota, Wisconsin and Iowa, or gaze in awe at the vastness of the Great Lakes. The three mid-Western gateways give entry to an area which is probably as diverse, both historically and scenically, as any in the nation.

Detroit is an ideal starting point for the older states of Michigan and Indiana. It also gives easy access to the resort areas around Lakes Erie, Huron and Michigan, and to Canada. If travelling is to be kept to a minimum, this is the place to stay. The Greyhound service, for instance, takes only about six hours to reach Chicago from Detroit, at a one-way cost of less than \$30.

Minneapolis/St Paul will attract those who wish to explore Minnesota and Wisconsin. It is also one of the main starting points for the Dakotas, Montana, Wyoming and Nebraska, which make up the "old west" region of the United States. Access to towns within them by air is almost always through Minneapolis/St Paul, Denver or Salt Lake City.

Chicago, with its busy O'Hare International Airport, is one of the biggest transport centres in America. Flights to Denver and Salt Lake City take 2 hours 30 minutes and 3 hours 10 minutes respectively; if added to an Apex ticket bought in London, the extra cost is £41 and £63.50. Typical Apex returns from London up to about mid-June are £32 to Chicago and £268.50 to Minneapolis/St Paul (8 hours 45 minutes). Northwest Airlines begins a direct flight to Denver from April.

Amtrak offers train services from Chicago to most other parts of the United States. There are basically two major passenger rail services westward. That to Denver costs \$110 one way, and the other—to Seattle—charges \$95 to Williston, Montana. One of America's most picturesque rail journeys is operated not by Amtrak but by the Denver and Rio Grande Western Railroad; it takes 14 hours to cover the 570 miles of mountain track between Denver and Salt Lake City (\$46.50 one way).

Although the distances are vast, roads are first class

and travelling times relatively short. Those who plan to tour would do best to choose a base after arrival at one of the "gateways", reach it by air, rail or coach, and then hire a car. Hertz, for example, offers a medium-sized vehicle such as a four-door Ford Fairmont in Denver for \$179 a week or \$550 a month, with unlimited mileage if it is returned to Denver.

From Chicago, Omaha is 10 hours by road via Des Moines, Denver another 11 hours or so on from Omaha, and Salt Lake City a good 12 hours from the Colorado capital. Road times are slower in western Colorado, Montana, Wyoming and eastern Utah because of the up-and-down nature of the roads over the Continental Divide.

Those who favour big city life will not want to wander far from Chicago, which is far one of the most attractive of all America's urban conurbations. The stockyards have long since gone, but many of the millionaires' mansions still stand on the magnificent Lake Shore Drive.

Good centres for touring include Rapid City, South Dakota, easily accessible by air from Minneapolis/St Paul or Denver. It is close to Deadwood City, Lead and Mount Rushmore in the Black Hills and to the Dakota Badlands, with their weird rock formations. An onward flight from Minneapolis to Rapid City, bought in advance in Britain, would cost an extra £1.50; the flying time is 2 hours 35 minutes.

Denver is reasonably close to the Rocky Mountain National Park to the north-east, and to such gold and silver towns as Leadville and Cripple Creek or in the state's famous ski resorts such as Vail and Aspen. In two or three weeks it is possible comfortably to explore as far south as the Grand Canyon in Northern Arizona.

Flower-filled Salt Lake City, built by the Mormons to Brigham Young's directions, is one of the most beautiful and fascinating cities in the west. In the southern part of Utah, two or three days' easy drive from the state capital, is the enormous Glen Canyon National Recreation Area and the sumptuous national parks of Zion, Bryce Canyon and Capitol Reef. Some of America's grandest and most historic hotels are situated in this area. The Drake in Chicago has four restaurants; a superbly trained staff of 950 who look after the 700 rooms, many of them overlooking Lake Michigan; and a reputation that has attracted to its doors every royal personage to visit the Windy City. Its rates for a room for two range from \$71 to \$114 a night.

In Denver the famous Brown Palace has played host to the "Unsinkable" Molly Brown, "Buffalo Bill" Cody, John Philip Sousa, and almost every president elected since it was opened 88 years ago. Expect to pay about \$35 to \$50 a night for two.

The Hotel Utah in Salt Lake City, like Chicago's Drake, ranks among the finest in the world. Built and opened 70 years ago by the Mormons, it stands within a few paces of Temple Square and offers some of the finest food available anywhere in its award-winning restaurant, The Roof. Prices are about \$90 a night.

At the other end of the scale are the motels, almost all of which are maintained to high standards but whose charges are considerably lower. Exceptionally good value is available from the California-based Motel 6 group. Last year the night rate for two was \$14.95, and for four \$17.95. The group accepts only cash payment in advance, and generally insists that keys must be picked up by 6 pm, because of the heavy demands on its space.

The average price for a room for two in motels generally is likely to be between \$20 and \$25 a night this summer. Motel 6 is almost alone in refusing credit cards, a policy it justifies by pointing to its exceptionally low rates.

Prices for meals are low by European standards. Last summer in Estes Park, for example, the most expensive dish on the breakfast menu of a medium-standard restaurant was Rocky Mountain trout with trout and potatoes at \$4.75. Half a cantaloupe melon was 95c, fresh strawberries and cream \$1.50, Mexican scrambled eggs with whole wheat toast \$2.25, and pound top sirloin steak with butterflied pancakes, with an open-face sandwich with spiced sausage and fresh mushrooms and chips is priced at about \$6.

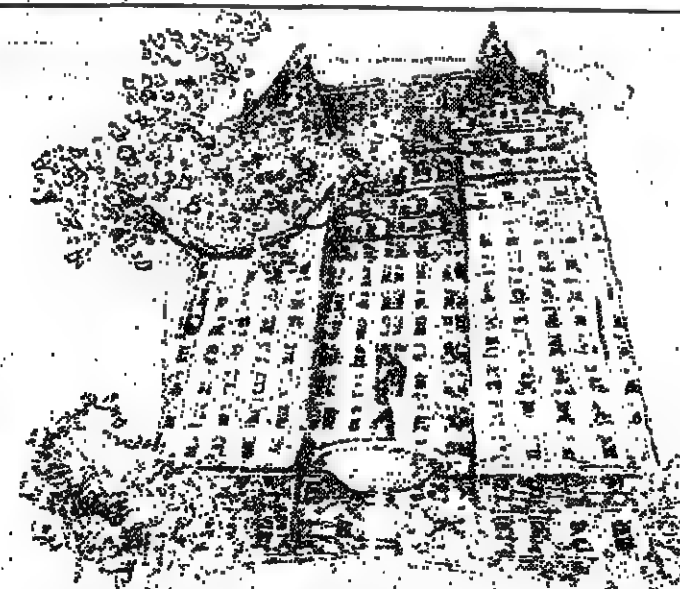
Such cities as Chicago, Detroit, Minneapolis/St Paul, Denver and Salt Lake offer restaurants of every kind, westward from Chicago to the

Rockies or for two dinners and two breakfasts, in each case for two people, came to less than \$80. One of the dinners was in the superb Avenue of the Mountains Restaurant, which specializes in American regional dishes. We had clam chowder soup; duck and chicken with raisins, walnuts and sprig sauce; broccolini and bolan-daise sauce; potato au gratin; sweets: half a bottle of Californian wine; impeccable service; and music for dancing provided by a local trio.

For quick snacks try the restaurant chains, such as McDonald's or Sambo's, where prices are remarkably low, the service quick and courteous, and the standards of cooking much higher than in the European equivalents. They are ideal while travelling, or if taking children.

America is full, too, of "fun" restaurants. One such is the Old Salt City Jail, on the outskirts of Salt Lake City. This is what the name suggests, with diners being ushered into former cells and served "maximum security sandwiches" or "first degree entrees". A half-whole wheat toast \$2.25, and pound top sirloin steak with butterflied pancakes, with an open-face sandwich with spiced sausage and fresh mushrooms and chips is priced at about \$6.

Although often bitterly cold in winter, the Northern Plains, which reach to the westward from Chicago to the



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... Houston, Dallas-Fort Worth ...

Real cowboy country opens to traveller

The two gateways of Houston and Dallas-Fort Worth open up to the traveller America's real cowboy country—the states of Oklahoma, New Mexico and Texas, all synonymous with the Wild West.

This is the land of the Apache, the Choctaw and the Comanche. In it are legendary towns like Santa Fe, Tulsa, El Paso, Laredo and San Antonio, with its famous Alamo mission. Fairly cheap transatlantic travel means that the excitement and fascination of the Wild American 1800s is no more than an aircraft ride away.

Internal airline systems from Houston, Dallas and all the three states' main cities are a joy to use and are often very cheap. Domestic airline price wars are frequent, so it is best to shop around for the best deal. Many of the large cities have more than one airport. Each of the two gateways has two primary airports. Most transatlantic flights arrive at Houston's intercontinental, 16 miles north of the city centre, but a lot of local air traffic is routed through Hobby airport, nine miles to the south-east.

Dallas-Fort Worth airport lies nearer to Arlington than its two namesakes, but Love Field, a main domestic airport, is only five miles from the Dallas city centre and 13 miles from the intercontinental airport.

Getting round the three states by car is generally easy. Car arrival is more common nowadays to get astride a Ford Mustang or Pinto rather than the four-legged variety. All the big car hire firms have desks adjacent to the arrival gates and it pays to shop for the best deal. As a rough guide, a week's hire of a Ford Mustang from Hertz at Houston airport with unlimited mileage costs \$200, provided the car is returned to Houston.

If the vehicle is dropped at another airport, the whole system changes to a daily charge plus mileage. This can be expensive. Travellers can arrange for a car to await them at their destination by ordering through the relevant hire company's offices in Britain, or booking a package like the Blue Sky Fly Drive. The latter's summer prices start from \$324 a person for seven nights, including hotel vouchers.

The London-based travel company Magic of Texas offers 13-day Wild West Tours from £693. This combines San Antonio with the Texas hill country, Langtry and the most scenic of the Big Bend country, El Paso and a visit over the border to Juárez.

Buses and trains are available. Greyhound runs excellent and inexpensive inter-city services, as does its major competitor, Trailways, based in Dallas. This year Trailways is offering discount US passes, enabling tourists to travel anywhere

in America from \$120 a week.

Amtrak, the national passenger railway, serves the northern and north-western areas of America quite well but somewhat neglects the south-western states. Texas is the only one that comes out with a reasonable route system. New Mexico has only two routes passing through from neighbouring states, and Oklahoma is forgotten. As a senior tourist executive said in Austin: "Only railway enthusiasts travel by train nowadays."

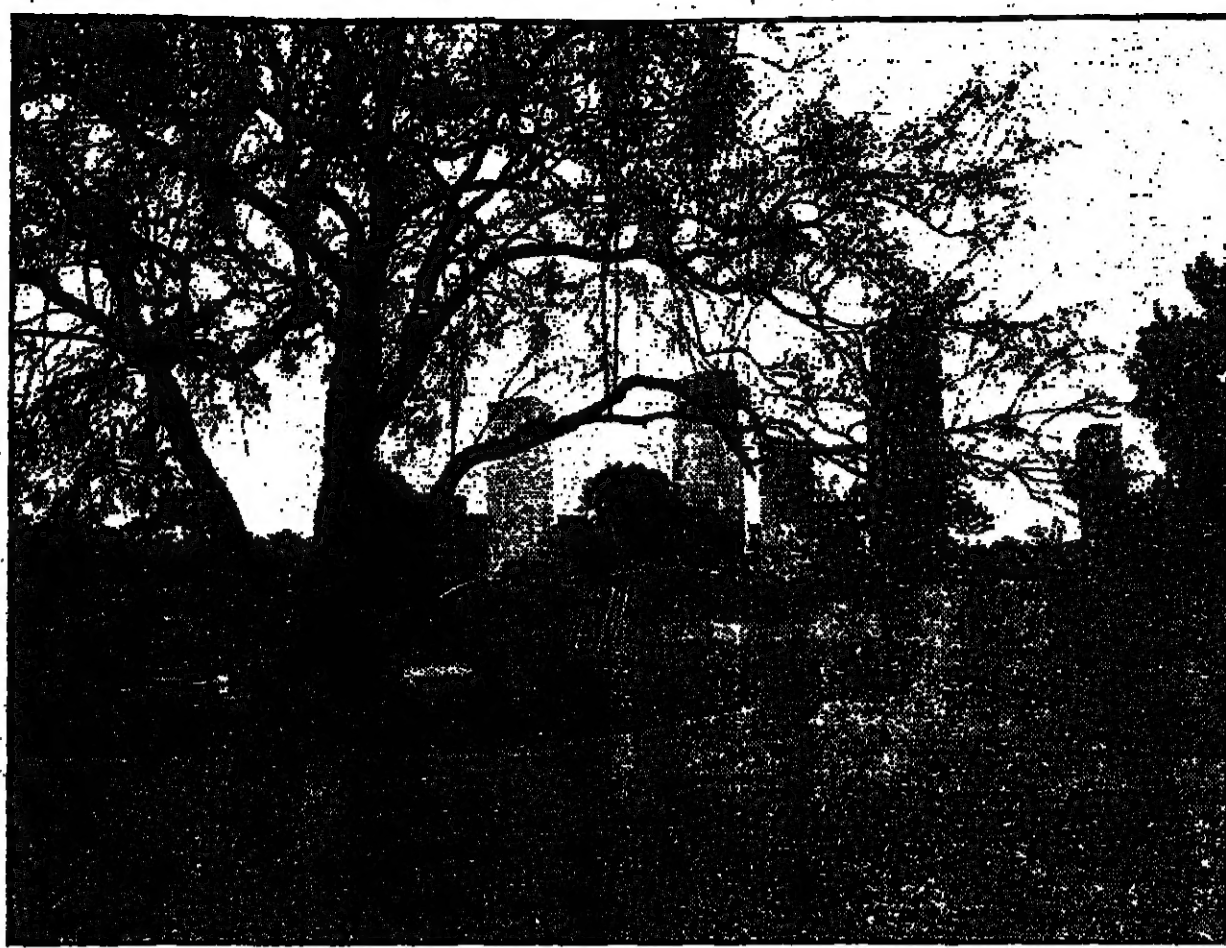
Oklahoma has the largest Indian population of any state in America. The name comes from two Choctaw words—*okla*, meaning people, and *humma*, for red. It is a land of many contrasts, with hills, plains and forests. Oklahoma's most famous son, the film star and cowboy philosopher Will Rogers, is honoured everywhere. A major attraction for any cowboy historian is the beautifully-sited National Cowboy Hall of Fame in Oklahoma City. There are displays of Western art and a library of books and documents on frontier development.

The second largest city is Tulsa, familiar from the song *24 hours from Tulsa*. In a typically American nationwide poll, the town was acclaimed as "the most all-round desirable place to live", partly because of its location in beautiful rolling hills.

Daily, non-stop American Airlines services link Oklahoma City with Tulsa and Dallas-Fort Worth, taking about 50 minutes to either destination. Each also has a daily Braniff service from Houston. In the summer temperatures often go over 100°F. Snow sometimes falls in the north-west but is seldom seen in the south-east. As Will Rogers said: "If you don't like the weather in Oklahoma, just wait a few minutes."

New Mexico is America's fifth largest state. Los Alamos, high in the mountains, 60 miles north of Albuquerque, was built by the government in 1942 to house the scientists and technicians who built the first atomic bomb. The project was accomplished almost in privacy, and there are still vast regions of New Mexico that are thinly populated. The state is beautiful, with great mountain ranges, rocky deserts, rugged canyons and wild forests covering thousands of square miles.

The climate is dry and warm but because of the thinness of the atmosphere the temperature drops sharply at night. Santa Fe, captured by Confederate troops during the Civil War, is the oldest seat of government in the United States and serves as the state capital. After the hostilities ended, the state was a theatre of battles with the Apache and Navaho Indians. Kit Carson, the famous frontier scout, led the New Mexicans during the Indian campaigns.



A children's playground in Houston. Right: inside the State Capitol Building, Austin.

A grisly chapter in New Mexico's history was the Lincoln County war when cattlemen and other groups were fighting for political control. It was during this period that Billy the Kid and other gunmen made their mark. The gunfighting came to an end when Governor Lew Wallace declared martial law.

As one of the state's official guides says: "The most famous tourist attraction in New Mexico is a hole in the ground". The huge Carlsbad Caverns, on the Texas border, is an underground fairland of limestone formations. A tour of just three of its 23 miles of passages, 800ft below ground, takes four hours.

For years, Santa Fe was the commercial centre of the south-western states. Several great trade routes reached it—the Old Spanish Trail, the Chihuahuan Trail, and the famous Santa Fe Trail itself, which crossed the plains to the Oklahoma and Kansas border.

High on the list of places to visit is the Palace of the Governors, opposite the Plaza. It was there that Governor Law Wallace wrote the novel *Ben Hur*, with the shades of his windows drawn because Billy the Kid had vowed to kill him.

Austin, named after Stephen F. Austin, the "Father of Texas", is the hub city of Texas. The centre

piece of the city is the State Capitol building, a massive, classic star-shaped building of famous Texas pink granite which dominates the park-like area it occupies. Free guided tours are available between 8.15 and 4.30. Houston is the state's largest town, and ranks sixth in size in the United States. It is named after Sam Houston, general of the Texas army, and has experienced remarkable growth since its birth as a small riverboat landing in 1836.

High on Houston's list of places to visit is the Lyndon B. Johnson Space Center, headquarters of America's space programme and the famous mission control that guided pioneering astronauts. Exhibits include spacecraft that have been to the Moon and examples of space technology beyond imagination. Entry is free and the area provides the best value visit in Texas.

No visit should pass without a pilgrimage to San Antonio and the Alamo, the mission structure which stands in central San Antonio, established itself in 1836 as the Cradle of Texas Liberty when outnumbered Texans gallantly challenged the Mexican army.

The defenders included William Travis, Davy Crockett and Jim Bowie, died to the last man. On the southern point of the state lies the town of Harlingen with its neighbouring seaside paradise South Padre Island. The area is known as the Lower Rio Grande Valley and is fast becoming the most popular holiday resort of the south-western states. The

long and narrow Padre sand island sweeps in a golden arc more than 110 miles north to Corpus Christi.

A wide range of accommodation is available—boatsels, motels, marinas and seaside leisure homes. Local restaurants specialise in delicious seafood harvested daily from the Gulf of Mexico. The miles of beautiful gently sloping beaches are perfect for swimming and surf fishing.

Aviation buffs will find in Harlingen the Confederate Air Force Flying Museum, dedicated to the preservation, in flying condition, of obsolete Second World War aircraft. Accommodation generally is not hard to find in the south-west. Holiday Inns, Howard Johnson's, Roadway and the excellent Ramada Inn hotels are in abundance in the area. There should be no problem in getting a room for the night as long as it is not left too late in the evening. Motels on the outskirts of the major towns are less expensive than their city equivalents. Room costs work out at about \$40 a night for two in a good-quality motel like Ramada and Holiday Inns. It is possible to get rooms for half this price but the standard in cleanliness can drop markedly.

Bars come in all shapes and sizes. The main types to look for are, known as "mixed drinks" bars. These specialise in cocktails but sell everything. During the "happy hour", which usually lasts for longer, mixed drinks bars have popcorn or nuts on the bar. In Texas the customers usually put a pocketful of money on the counter if they are going to run up a tab, and this can

make a crowded bar look like a casino in Las Vegas. Tipping is from 10 to 15 per cent and must not be forgotten. Everybody in these cowboy states, particularly Texas, says "howdy", or "how are you". They are amiable people and do not really expect you to strike up a conversation. Just say "howdy" in return.

Ted Trott

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... Atlanta, St Louis, New Orleans

Slow-moving 'nation' retains own identity

The South is another country. It is Uncle Remus and Elvis Presley, William Faulkner and W. C. Handy, a slow-moving nation within a nation which retains its own identity more positively than any other part of the United States.

Most Southerners have never been anywhere else in America, let alone the world, and have never seen any reason to. In Arkansas, whole towns are populated by descendants of the Cherokee who have never travelled outside their county. The welcome is the warmest there, watching rural America away from the normal tourist haunts.

But more obvious attractions are there for those who want them. New Orleans ranks alongside New York, London and Paris as one of the great tourist centres of the world. It is a unique blend of sounds, smells, sights and tastes which exist simply to stimulate the senses—decadence incarnate.

Elsewhere is the gigantic natural beauty which we have come to expect, the vast swamps on which New Orleans is built, the slow muddy Mississippi which crawls, a natural boundary through its heart from Minnesota, and the Great Smoky Mountains, the mist which gave them their name threading its way through rolling forests and tortuous waters.

The South belies every preconception which the British visitor is likely to hold. It is verdant, and for the main part, free of some of the more liberal notions which are re-emerging in the states about race, the morality of the Origin of Species and the wickedness of drink. One minor exception is Lynchburg, Tennessee, where

one of the finest Southern whiskeys, Jack Daniels, is made in the full view of admiring tourists, whose visit is ended with the offer of a glass of lemonade.

Lynchburg may earn most of its income from Jack Daniels but it is a dry county. It is just this sort of illogicality which makes the South what it is, the home of Decatur, Gary and Wayne Jennings and an insidiously addictive way of life which sees more worth in living today than thinking about tomorrow.

The North never understood the South and still does not. Woody Allen's *M Manhattan* goli and introspection might as well come from the moon. The citizens of Plains, Georgia, must be hoping sincerely that Mr Jimmy Carter will not return home with any bad habits from Washington.

New Orleans is the most visited city of the South. The atmosphere of its heart, the French Quarter, is exotic. True the sex shops and hookers have moved in, but it remains excitingly vibrant.

The nightlife means music, walking down Bourbon Street listening to the jazz coming from the open bars, visiting Preservation Hall, and drinking the New Orleans cocktail, the Hurricane, in Pat O'Brien's.

The day can be spent visiting the swamp surrounding the city and the old plantations located there, travelling on an old Mississippi paddle steamer, or visiting fine pre-Civil War mansions.

The finest state in the South is Tennessee, which stretches from Memphis in the west to the Smokies in the east, with Nashville in

the centre. Memphis is a glorious city, full of life and only just waking up to its tourist potential. Most of its visitors in the past have been Elvis Presley fans seeking a glance at the late singer's mansion Graceland, where he is now buried. Graceland should be seen only to witness an American work of shipping of the dead which outstrips anything appearing in *The Loved Ones*.

Nashville is country music, epitomized in Grand Ole Opry-land, a vast musical theme park. Some interesting southern architecture remains, however, and the city does make an interesting stop on the way to the Smokies. The base of the Appalachians which stretch from Pennsylvania, the Smokies are a lush and peaceful respite from the hurly-burly of the rest of the world. The wildlife, which includes bears, is interesting and fishing is particularly good. Tackle can be hired easily.

Stay in Pigeon Forge or Cherokee, not Gatlinburg, the centre of the Smokies, which has become hideously commercialized. Tempting as it may sound, avoid Chatanooga nearby. One can only wonder why the choo-choo ever stopped there; the town is trapped for ever like an insect in amber.

Arkansas is off the beaten track but not to be ignored for that. Its small hillbilly communities of the north are friendly and interesting. Mountain Home, by vest Bull Shoals Lake is particularly recommended.

The capital of Georgia, Atlanta, is very different from the one which was burnt down in the Civil War. Famed for its exciting modern architecture and parks, its main drawback is a reputation as one of the most violent cities in America.

Biloxi and Gulfport in Mississippi are two resorts on the Gulf of Mexico which offer beach and sea facilities. The NASA National Space Technology Laboratories at Picayune has interesting tours but by appointment only. Write to NASA, NSTL Public Affairs Office, Bay Street, St Louis, Missouri 39529.

The capital of Kentucky, Louisville, sees the Kentucky Derby run each spring and boat trips are available on the Ohio River on the Belle of Louisville.

In Harrodsburg, there is a reproduction of the first permanent English settlement west of the Allegheny Mountains in the Old Fort Harrodsburg State Park. Horse lovers should visit Lexington where several fine racing stables admit visitors.

St Louis, like the rest of Missouri, can hardly make up its mind whether it is in the South or mid-West. Its famous memorial arch, a 630ft hollow curve on the banks of the Mississippi, stands over a museum relating the history of the colonization of the West. Most American museums are good and this is one of the best.

Hannibal, north of the city, is the birthplace of Mark Twain and, though somewhat commercialized, well worth a visit.

Alabama has its own Space and Rocket Centre at Huntsville, the Russell Cave National Monument, an ancient Indian habitation, and a number of good parks, notably Big Spring International Park, where John Hunt founded Huntsville in 1805. Mobile has its own Mardi Gras, but it does not compare with New Orleans.

continued on page VII

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Baton Rouge, Louisiana

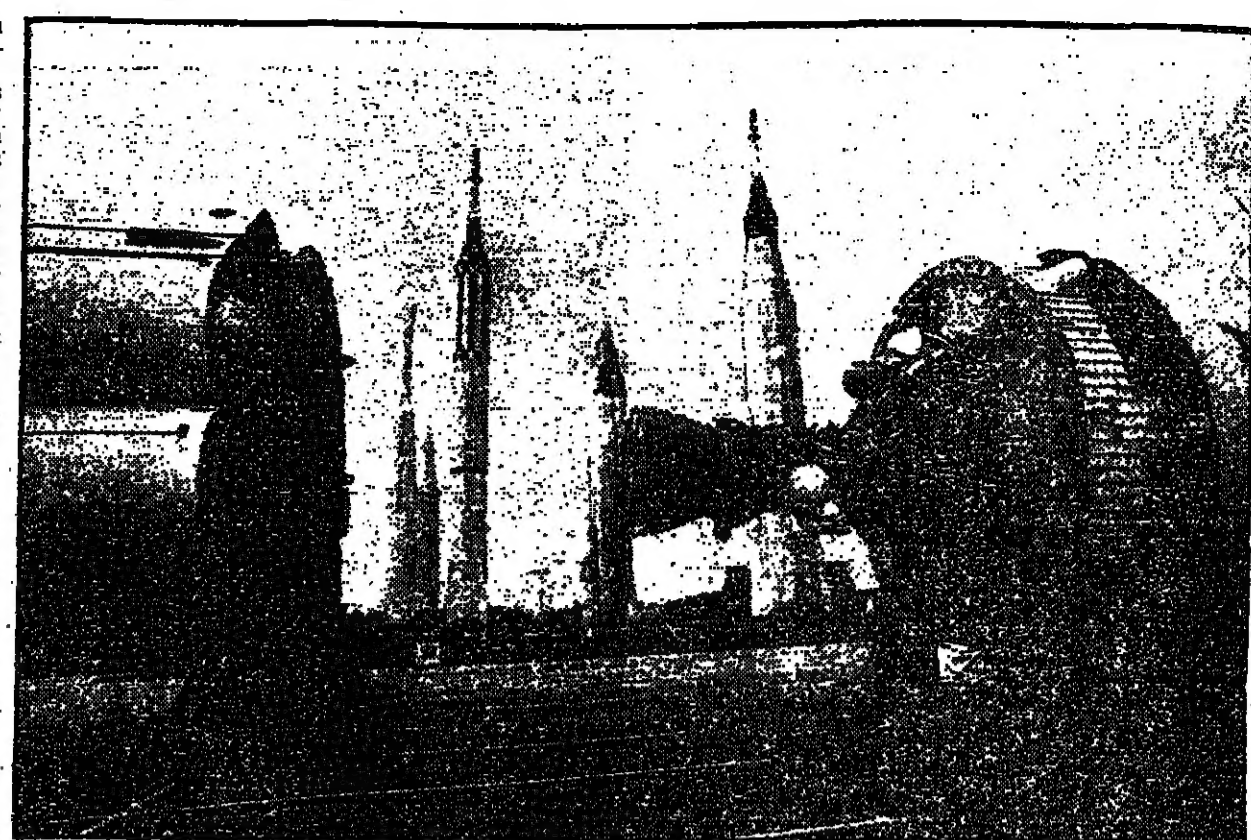
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TRAVEL IN AMERICA

British travel agents are swarming over Florida, arranging all sorts of package holidays, and multitudes of British tourists are not far behind. Air communications to Florida are good, the prices of everything from ice cream to hotel rooms are competitive, and no state in the eastern part of America offers anything like as much variety for the holidaymaker. The sponsors of good taste, elegance and grace are in constant battle with the merchants of vulgarity. The visitor needs to plan well and to be cautious. Hopes of a quiet and relaxed couple of weeks in the sun can be dashed on arriving at a huge gaudy Miami Beach hotel where the noise is greater than that of Trafalgar Square in rush hour. Dreams of romantic drives down to the southernmost tip of the United States can become nightmares if there are just one or two motor accidents on the single 136-mile two-lane road which links Miami to Key West. The dash arrangements which neglect confirmed hotel and motel reservations in some parts of the state can result in one's driving for hours and then being told to find a place to stay. Avoid at all costs hotels, motels, amusement parks, wildlife reserves and crocodile farms which claim to be the most fantastic or the greatest or the most thrilling seen anywhere. There are thousands of billboards across the state proclaiming the wonders of tourist attractions which in reality are disappointing. Getting to Florida is easy. There are direct flights from the United Kingdom to both Miami and Tampa, and easy connections from these cities by road and air to most parts of the state. The fastest way to go and the one which provides by far the most enjoyment (no jet lag, for example) is to take Concorde to New York and change to one of the many American airlines with direct flights to airports in Florida. Some people fly to New York or Washington for a few days then take a slow and long drive south. Savannah in Georgia is certainly worth a short visit, and just near by is South Carolina's Hilton Head Island with good beaches and excellent sports facilities—including the Rod Layer School of Tennis. There is little to occupy or attract the tourist in northern Florida. The state capital of Tallahassee is one of the most boring and least attractive cities in the southern states of America. Jacksonville on the east coast is a bustling commercial centre of negligible interest to tourists. South of Jacksonville is the Kennedy Space Center and Cape Canaveral air force station where the first American manned flights into space started 20 years ago and where the space shuttle programme is slowly moving ahead. Rockets go up every now and again and if you are anywhere in the United States you can make a free telephone call to 800-432-2153 to obtain detailed information. There are interesting tours for visitors to the space centre. Based at Orlando, it is easy to drive to and from the centre in a day, and I think this is preferable to spending a night there. Orlando, which has an efficient airport, is a bustling and expanding city and is the home of the world's largest fun fair, Disney World. It was opened in 1971 at a cost of \$400m, is still expanding. The huge park grounds, with hotels and golf courses and shops of all kinds, contain many of the things—

Gateways: Miami, Tampa...

Plan well to avoid 'merchants of vulgarity'



Exhibits at John F. Kennedy Space Center, where "rockets go up every now and then".

South of Sarasota is Sanibel Island, with beautiful beaches, and motels and hotels of all prices. Near by is Fort Myers. This is where Thomas Edison lived for years, and his home and the museum with all his inventions is worth a visit. Still farther south there is sedate and refined Naples, where, incidentally, a fine meal is to be had at the Continental restaurant. Naples is close to Marco Island. If you are prosperous, and enjoy golf, tennis and swimming, then the Marco Beach hotel, which is well run by the Marriott Organization, is a place to note. I think the Boca Raton hotel on the east coast is preferable, although the Marco's beach is better. One can fly direct from Miami to Marco Island. Instead of turning west from Orlando, you could drive east and down the long and straight highway to Palm Beach, the poshest tourist resort in Florida. This is where millionaires have homes and John Kennedy had a retreat, and where the prices in shops along Worth Avenue are as outrageous as one has the feeling that some bizarre joke is being played. The lavishness of Palm Beach puts this resort above all its Florida rivals, and the Breakers hotel, with its pomp and golf courses and big meals and sometimes poor service is a unique institution. I find the place awful, but many people twice my age find it delightful. The Holiday Inns and Howard Johnson on South Ocean Boulevard are good places to stay, but the Casa Marina, once a private home and only recently renovated on a massive scale, is without doubt my favourite. It is just 90 miles to Cuba from Key West in the sunshine, and it is a long way from the awful bustle and the multi-storey buildings of Miami Beach. There is a great deal to do in Florida, and if the thought of spending too much time on land is too dreadful to contemplate, there are a couple of good alternatives. One is to catch one of the

multitudes of cruise ships in Miami and sail to the Caribbean. Or you can simply charter a boat for six people, and a captain too if you are inexperienced. In many of the ports from Palm Beach south and sail down the coast at a cost per person a day of as little as \$50, including food.

and largely devoted to catering to a loud and unappealing sort of tourist—particularly the most famous of them all, the newly renovated Fontainebleau Hilton. You can get to the Florida Keys by driving due south from Miami or, if you happen to be in Naples, by driving directly across the state through some rather disappointing parts of the big Everglades National Park. In Key Largo a lot of fun can be had by jumping aboard the MV Discovery for a tour of coral reefs, so long as it is a calm day. The day I went, the seas proved too choppy for most of the tourists.

Still farther south, in Islamorada, there is one of those excellent small hotels which one does not find in most package tours or tourist guides but which happens to be one of the nicest places to stay. This one is especially good; if you can get a room overlooking the Atlantic. The Cheeca Lodge is worth its high prices for a night or two, and staying there breaks up the long drive from Miami to Key West. The restaurant at the lodge left much to be desired, but there are some excellent and inexpensive fish restaurants near by. From there it is straight south to Key West—home of Hemingway, the Casa Marina hotel, good food, lively bars, fishing, beaches and high temperatures. There are lots of good places to stay, but the Casa Marina, once a private home and only recently renovated on a massive scale, is without doubt my favourite. It is just 90 miles to Cuba from Key West in the sunshine, and it is a long way from the awful bustle and the multi-storey buildings of Miami Beach. There is a great deal to do in Florida, and if the thought of spending too much time on land is too dreadful to contemplate, there are a couple of good alternatives. One is to catch one of the

Frank Vogt

...Washington, Philadelphia...

Region where history is part of the allure

Jamestown, Virginia, where in 1607 a small group of settlers overcame tremendous hardships to found the first permanent English settlement in the New World; Independence Hall, Philadelphia, where with a stroke of a quill a group of patriots signed a new nation into being; the sandy slopes of Kitty Hawk, North Carolina, where two brothers named Wright successfully tested man's first flying machine—these are just a few of the attractions that annually draw thousands of tourists to the mid-Atlantic region of the United States. Although historic locations dominate the area, which extends from the city of Philadelphia, Pennsylvania, south to the city of Charleston, South Carolina, and includes the states of Maryland, Virginia, West Virginia, North and South Carolina, as well as the nation's capital, Washington, DC, history is just part of the region's allure.

Recreational areas abound. For the tourist who longs to spend days lolling in the sun, the region offers a variety of beaches, from the popular resorts of Virginia Beach and Ocean City to more remote undeveloped islands and peninsulas of North Carolina's outer banks. And for those who prefer camping sites and hiking trails, the Blue Ridge and the Allegheny mountain ranges couple breathtaking views with cool mountain greenery to offer a respite from the summer heat. Day or night, visitors will find a wide variety of entertainment in the metropolitan areas, from first-class museums and modern art galleries to excellent national symphony orchestras and trendy jazz and rock clubs. Many top-name plays and musical comedies sweep the country from Philadelphia, Baltimore and Washington, before settling in on Broadway, and resident theatres abound in cities throughout the area. Fine ethnic restaurants are a metropolitan staple, and one cannot visit the area without sampling the mouth-watering seafood which is an Atlantic Coast speciality.

There are three international airports serving the mid-Atlantic region. Philadelphia International airport is located about six miles south of the city, and the least expensive transport from the airport is the Southeastern Pennsylvania (Septa) airport express bus, which runs daily from 6 am to 10.30 pm and costs \$1.50 for a one-way trip. Dulles airport in Chantilly, Virginia, lies 25 miles west of Washington, and a massed taxi from the airport to the nation's capital costs a minimum of \$25. However, Greyhound Bus Lines provides a service into Washington for \$4.25. Baltimore-Washington International airport is located 10 miles south of Baltimore

and 34 miles north-east of Washington. Taxis, limousines and public buses are available for the short trip into Baltimore; and the limousine service into Washington is a bargain at \$5. Transport within the mid-Atlantic region is varied. National Airlines flies to most of the region's state capitals and Piedmont Airlines provides the most extensive service. Although airline fares are generally high, super saver fares offered by airlines on varied ticket plans can save the traveller money. On a Piedmont Airlines flight between Washington's National Airport and Charleston, South Carolina, the regular round-trip fare of \$214 is cut to \$118 if one books seven days in advance and stays overnight on Friday in Charleston.

If you plan short trips to outlying areas or interstate travel, Hertz, Avis and National car rental agencies are located throughout the area. Most big cities and towns in the mid-Atlantic region have hotel/motel chains such as Holiday Inn, Travel Lodge, Ramada Inn, and Quality Inn. Prices extend from \$30 a night in remote locations to more than twice that amount at popular resorts. Summer days in the mid-Atlantic region are typically hot and humid, particularly in Washington where temperatures range from the high 70s to the high 90s. Light, airy clothing is recommended, along with an umbrella to cope with the unexpected thunderstorm.

As befits a city which witnessed the birth of a nation, Philadelphia is filled with historic landmarks. A 25-cent ride on the city-centre loop bus takes you to Independence National Historical Park which includes a number of historic sights along the cobblestone streets. On Market Street is Graff House, where Thomas Jefferson drafted the Declaration of Independence, the Liberty Bell Pavilion and Franklin Court, the site of Benjamin Franklin's home. One block south is Independence Hall, where the constitutional convention met.

The Visitor Centre at Chestnut and Third streets provides information on walking tours and the cultural loop bus runs daily from Independence Hall. Many fine hotels are to be found in the heart of the city's historic area, with room rates ranging from \$35 to \$60 a night, and ethnic restaurants are scattered throughout Philadelphia. Within a four-hour drive south of Philadelphia lie both Baltimore, Maryland, and Washington DC. Among Baltimore's many attractions is the inner harbour area, plied by the Baltimore Patriot (adults \$4 and children \$2).

Literature lovers can tour Edgar Allan Poe's home at 203 Amity Street, and visit the writer's grave in Westminster churchyard at Fayette and Green streets. A convenient means of touring Washington, DC, is on the Metro underground system. For a basic fare of 50 cents, you can stop at most of Washington's major tourist attractions: the Capitol Building, where you can observe Congress at work from the visitors' gallery; the Smithsonian Institution, with its many art, science and history museums; and Arlington National Cemetery in Virginia, site of the Tomb of the Unknown Soldier, and the graves of President Kennedy and his brother, Senator Robert Kennedy.

Tourmobiles run every half hour from 9 am to 6.30 pm. They pass the 55-ft Washington Monument, the Lincoln Memorial, and the Jefferson Memorial. A full-day tour costs \$5 and riders can disembark at any stop and reboard at their leisure. And for a higher fee, a visit to Mount Vernon, Virginia, estate of George Washington, is included. Every United States president except for Washington, has lived at White House, which is open for touring from Tuesday to Saturday inclusive, between 10 am and 12.45 pm. Free tickets are available between 9 am and noon at the booth on the Ellipse, the grassy space to the south of the White House.

Hotel rates are high in Washington but moderately-priced accommodations can be found in the outlying Virginia suburbs of Arlington and Alexandria, where single rooms average about \$50 a night. Restaurants are plentiful and extend from moderately-priced lunches available in government buildings to fine French dinners in Georgetown, located in Upper North-west Washington. Georgetown visitors can shop in fancy boutiques, lunch at outdoor cafes, or spend a night on the town listening to jazz at Blues Alley or rock at The Cellar Door.

Although a hired car is not necessary for touring Washington, there are many worthwhile sights within a few hours' drive, such as Skyline Drive, which begins in Front Royal, Virginia, runs 105 miles south along the crest of the Blue Ridge Mountains, and offers spectacular views from altitudes of up to 3,680ft. North of Front Royal is Harpers Ferry, West Virginia, with its landmarks and artefacts from the Civil War and the War of 1812. And the three-hour drive south to Charlottesville, Virginia, is well worth the trip for a tour of Monticello, the magnificent eighteenth-century estate of Thomas Jefferson. In Richmond, one can tour the Southern White House and the Museum for the Confederacy. Beautifully

restored homes from the period, such as the Dooley Mansion, with its splendid Italian and Japanese gardens, can also be toured for a nominal fee. Accommodation in Richmond is plentiful and moderately priced from \$25 to \$35 for a single room, and the city is located near many popular southern Virginia attractions, such as King's Dominion, an enormous theme amusement park and the famous Atlantic coastal beach resort of Virginia Beach.

West Virginia's Allegheny Mountains feature some of the finest state parks and natural wilderness areas in the eastern half of the United States. The Monongahela National Forest, which combines developed recreational areas with untouched wilderness, and the Spruce Knob-Seneca Rocks National Recreation Area, with its magnificent panoramas from atop the highest peak in the state, are just two of the many areas offering visitors hunting, fishing, camping and hiking.

North Carolina features its own famous mountain range: the Great Smoky Mountains located within the Great Smoky Mountains National Park on the eastern border of the state. Visitors can take self-conducted tours of the area with the help of a rented car tour tape, available for \$8.5 at the Museum of the Cherokee Indian in the town of Cherokee near by.

Another outstanding North Carolina attraction is the 120-mile stretch of Atlantic coast islands and peninsulas known as the Outer Banks. There, one can enjoy both undeveloped beaches, such as the Cape Hatteras National Seashore, and popular beach resorts, like Nags Head. Hotel accommodation ranges from \$25 to \$35 a night in the town of Buxton, near Cape Hatteras, to \$40 to \$50 for the same at Nags Head. Popular beach resorts stretch along the entire Atlantic coastline of South Carolina, from Myrtle Beach to Hilton Head Island. There is a large selection of ocean-front accommodation at Myrtle Beach, with prices ranging from \$30 to \$60 or more a night and tourists can enjoy golf, tennis and the amusement parks nearby. Hilton Head Island, four hours to the south, is a self-contained recreational paradise featuring seven major resort areas with golf, tennis and horseback riding. Although there is a wide range of accommodation on the island, prices run high, and staying overnight two hours to the north, in Charleston, South Carolina, provides more economical lodging, in one of the most charming colonial cities on the eastern seaboard.

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... New York, Boston

It's best on foot for the sights and sounds of the city

Most international flights to New York arrive at John F. Kennedy international airport, though the metropolitan area is serviced by Newark international and La Guardia, the latter primarily for domestic flights. Once on the ground you can reach the city by taxi for \$20 or more, depending on your destination, or through a number of less expensive alternatives.

The JFK "train to the plane" is a combination of bus and subway that makes eight stops in Manhattan and Brooklyn. The fare is \$4 and trains run every 20 minutes. There is also a bus service to the East Side terminal, 37th Street and First Avenue, leaving every 20 minutes (fare \$5). Car rental is available, but more of a hindrance if your visit is confined to Manhattan. Parking is expensive and traffic police are vigilant. The towing fee for illegally-parked vehicles is \$90.

Hotel room rates in New York City range from the more modest (with double rooms costing from \$40 to \$60 a night) at the Empire, 63rd and Broadway; the Pickwick Arms, East 51st Street and the Ansonia, Broadway, up to \$170 a night for the same accommodation at the Gotham, Fifth Avenue, the Algonquin, West 44th Street and The Warwick, West 54th. As in London, reservations are suggested.

Regardless of the accommodation, visitors to the city can expect to spend little time in their hotel rooms. The sights and sounds of the city are a worldwide attraction, and the summer months are particularly attractive.

Among the cultural delights, especially since they

are free, are performances of Shakespeare in Central Park, concerts (in all five boroughs) of the Metropolitan Opera and the New York Philharmonic, the Newport in-New York jazz festival and the Rockefeller Center special noon-time and evening programmes in the city's parks and plaza.

Broadway, "the Great White Way" of theatre, is having another successful year with shows such as "2nd Street and Entice Off Broadway" offers Joseph Papp's Shakespeare Festival, with five, six and even seven shows running in Lafayette Street. For the budget-minded, half-price theatre tickets are sold on the day of the performance at the "TKTS" booth in Times Square at 47th Street.

Also available are "two-fers" that can be exchanged at box offices for reduced price tickets. "Two-fers" are also available at the New York Visitor Bureau, at Columbus Circle, along with detailed information on transport, hotels, dining, sightseeing, nightlife, theatre and a full, updated list of special events.

Though public transport is plentiful (bus, subway, taxi), the dedicated visitor to New York should explore as much as possible by foot. Manhattan is easy to move about in, with all streets and dissecting avenues sequentially numbered, and each neighbourhood offers its own special atmosphere. There is Wall Street, home of business and finance and the great stock exchanges; Soho, with its art galleries, restaurants and residential lofts; Chinatown, Little Italy; and Greenwich Village with its European-like side streets and nineteenth-century brownstones.

For the broader view, the panorama from the top of the World Trade Center, from where you can see the hills of New Jersey, is breathtaking. The Empire State Building, long a symbol of the city, could not be missed and offers its own magnificent view over Central Park. And there is the Statue of Liberty, not only for its significance but a marvellous sight of the New York harbor. At night the River Café, below the Brooklyn Bridge, offers one of the best views of the Manhattan skyline. It is expensive and advance booking a must. Or you might like to stop for a drink at the Beekman Tower, 49th Street and First Avenue, for a view of the United Nations and some of the city's most opulent blocks of flats.

Back on the ground, an afternoon ride in a horse-drawn cab through Central Park is always enjoyable, followed perhaps by tea at the Palm Court of the Plaza Hotel, 59th and Fifth Avenue. From there it is an easy walk to Fifth Avenue and the city's most expensive and exclusive shopping area. Bargain hunters, on the other hand, should try Orchard Street on the Lower East Side, where designer clothes, leather bags and shoes and linens are half the price of the Fifth Avenue shops.

If you are in New York to look rather than to buy, there is a museum for every art medium in the city. The International Center of Photography, 96th and Fifth Avenue, for instance, has floors of photographs by new as well as established photographers. The Hayden Planetarium, part of the Museum of Natural History, features "Jasurum", a sound-and-light show using laser beams, and there is the Metropolitan Museum of Art, one of the finest in the world, as well as the Guggenheim, the Whitney Museum and the Museum of Modern Art.

Stamina and purse permitting, nightclubs bring yet further adventures to the visitor, with a wealth of supper clubs, nightclubs and dancing.

Using Manhattan as a base, a delightful day trip could take you up the Hudson Valley, where history and beauty merge, and magnificent mansions abound. Among these are the Van Cortlandt Manor in Croton-on-Hudson, dating from 1688; Lyndhurst, on the Hudson side of Tarrytown, which with its curricula and towers is a graceful Gothic revival building surrounded by manicured landscaped grounds; or the Vanderbilt mansions which share Hyde Park with the Franklin Delano Roosevelt home. For information on hotels contact the Hudson River Valley

Association, Ferris Lane, Poughkeepsie.

The Catskills are perhaps the most famous holiday retreat for New Yorkers, with 2,000 square miles of mountains, hiking and bicycle trails, golf courses, swimming pools, country stores and camp sites.

Then there is Adirondack Park, over six million acres, with more than a third composed of unspoiled wilderness. This site of the 1930 winter Olympics offers summer hiking, swimming and spectacular foliage. It is a three and a half hour drive from Manhattan, with accommodation available in rustic lodges near the many campsites in the park and mountains.

The Finger Lakes are perhaps most noted as the home of Niagara Falls, one of the biggest tourist attractions in the United States. The view of the falls is spectacular, with rolling waters that plunge 160ft. The lakes are located in 70 acres of park and there are many motels, hotel and camp sites. Contact the Niagara Falls Convention and Visitors Bureau.

A two-and-a-half-hour bus ride will get you to Atlantic City, New Jersey. Buses leave from the Port Authority building between 40th and 41st Streets on Eighth Avenue in New York (cost \$16). It has the east coast's newest, and indeed only, gambling resort. Gambling was legalized there in 1976 and three large, modern casinos offer a full range of gambling and entertainment delights. The area also abounds in excellent beaches including Wildwood, a state amusement pier, and Cape May, still preserving Victorian-period architecture, including more than 500 buildings with decorated mouldings. The Mainway Inn, built in 1922, has all original furnishings and is only one block from the ocean.

For most Americans, Boston is the most English city in the United States. The accent is closer to English with its broad vowel sounds (listen to Senator Kennedy say "ask" with a broad A). Beacon Hill has the eighteenth-century elegance of Chelsea. Harvard is the most famous university in the United States, with the tranquility of Oxford or Cambridge.

Recently the civilized image has eroded. Boston has become better-known for its racial tension over the school busing issue, but it still holds its reputation as the intellectual heart of America, the city of Harvard, the Massachusetts Institute of Technology, of John Kennedy Galbraith, and a long liberal tradition.

From Logan airport visitors can take a shuttle bus to the subway line which connects with all points at

Government Centre. Buses leave every 10 minutes. Boston is one of the most beautiful American cities, and again is best seen on foot. Every visitor should take the Freedom Trail, a three-hour walk with exhibits from the fight for independence.

Go to the Quincy Market in the centre of Boston, where all the old warehouses have been refurbished. Vendors sell food, and there are outdoor cafes where you can sit and enjoy the crowds. The New England aquarium, with one of the world's largest collections of sharks, is near by. The Hancock Tower in Copley Plaza is one of the finest modern buildings in the United States and was designed by I. M. Pei, America's most famous architect. Encased in reflecting glass, its only fault is that the glass occasionally drops out, cascading on to the street hundreds of feet below.

One of the city's finest hotels is the Copley Plaza, with a bar that features well-known jazz musicians. Double rooms range from \$80 to \$100. The Boston Park Plaza, centrally located on Arlington Street, has more than 800 rooms with rates from \$65 to \$80.

On Sundays take in Dunfey's Park House, within walking distance of the Freedom Trail. For fresh seafood there is Anthony's Pier Four, located on the harbour, with a waterfront deck where you can have drinks and enjoy large portions of seafood.

Rhode Island is the smallest state in New England and has Newport, the boating centre, on its Atlantic coast. The state was the playground for America's wealthiest class in the late nineteenth century, and its huge mansions are now open to the public for tours. Historic Newport is easily viewed by foot: the Newport harbour acts as host to the America's Cup trials, and is the docking port for many yachting events. For information on hotels and sightseeing in Newport contact Newport Chamber of Commerce, 10 America's Cup Avenue, Newport, Rhode Island.

Vermont is best known for its autumn foliage and for downhill and cross-country skiing. Springtime is the period for sugaring-off, when the sap is tapped from maple trees and boiled down to make maple syrup. There are more than 40 cross-country and downhill skiing resorts, including the well-known resort of Stowe. Stowe has two mountains with trails, which are accessible by car, train or aircraft from New York. Stowe has accommodation from \$17 to \$200 a night. Call the Stowe Area Association for further information.

Therese Stanton

Slow-moving 'nation' retains own identity

continued from page V

Orleans's version. Montgomery is the site of the first White House of the Confederacy, which now houses relics of the Civil War and Jefferson Davis, President of the Confederacy.

The South once had a distinctive culinary tradition, but it is now largely disappearing. Grits, something like semolina, still appears on every breakfast table and, after the initial shock, is quite palatable with grilled bacon. The other remaining staple, Southern dish is catfish and hush puppies, the latter a spiced, deep-fried dough. Buy it outside a tourist area and it will cost you \$2. Most Southern restaurants offer a predictable variety of steak, basic French dishes, and seafood, bringing the price of an average meal with wine to about \$25 for two in a better-class establishment. Mexican restaurants are becoming more popular.

Memphis boasts two splendid ribs and beer restaurants, Blues Alley, where a 79-year-old former burlesque singer, Ma Rainey, and an exceptional jazz band entertain nightly, and Charley Vergos's Rendezvous. Expect to pay about \$8 a head with beer.

New Orleans is the home of creole, a cross between French and Caribbean cuisine. Stock dishes include red beans and rice, and gumbo, a kind of seafood stew. Several bars offer an oyster happy hour when the king of molluscs can be downed for 10 cents a time, and with Guinness. Missouri during the summer is like a pond English summer, with plenty of sun and temperatures into the 70s. Temperatures rise as one moves farther south. New Orleans, situated as it is on the Gulf of Mexico, can become uncomfortably humid and reach the 90s. Nights everywhere are cooler, low 60s in the south, 70s in the north, and enlivened by the insect choruses one has come to expect of the South.

A motoring holiday would take, at the minimum, two

weeks. The cost of a medium-sized saloon for that period would start at about \$380. Never hire a car at an American airport. Rates can be up to 25 per cent higher than the same firm will charge for the same car a mile or so away at their town office.

One disadvantage of travelling by hire car is that the Americans in the South at least have yet to introduce a satisfactory form of one-way car hire. One-way hire is available from the larger companies such as Avis but only at a ridiculous surcharge. Most visitors will choose to take a circular route through the South, beginning and ending at their place of entry.

From Atlanta, for instance, a natural circular route would be south through Alabama to New Orleans, then north to Memphis and east through Nashville, Knoxville and the Great Smoky Mountains back to Atlanta, a total of about 1,400 miles, most of it on interstate.

From St Louis, a two-week motoring holiday might take in southern Missouri and the Ozarks, northern Arkansas, Memphis, Nashville, the Smokies, returning through Kentucky. Those who do not wish to drive can make use of an extensive and fast Greyhound bus system and domestic airline network. Both offer special tickets for tourists which offer unlimited travel for up to a month. Prices vary, in the case of airlines, almost monthly. The most extensive domestic air network in the South is run by Delta, which has a number of bargain tickets for British visitors. They are, unfortunately, restricted to those entering America by Delta into Atlanta. Other companies do not have such restrictions but have a less comprehensive service in the South. The only way of sorting out this tangle is probably by contacting the offices of the individual airlines personally.

Hotel prices vary wildly according to location. Those travelling on a tight budget should head for the out-of-town motel where rooms can

be had for as little as \$12 a night for a double room. Advance booking is not usually necessary, simply follow the directions signposted at regular intervals on the highway.

The middle range of accommodation is catered for by the large hotel chains such as Holiday Inn, Sheraton, and Best Western with properties spreading across the whole of the South. There is little to differentiate between them. Prices start at about \$30 a night for a double room in rural locations; rising to more than \$70 in cities. The most expensive hotel rooms in the South are in New Orleans where a double in a decent hotel on the French Quarter will cost at least \$80 a night. Chateau Le Moyne, an exceptionally good hotel, run by Holiday Inn on the edge of the Quarter, offers first-class accommodation for about this price.

In New Orleans, Memphis, Atlanta, and St Louis, it is essential to book rooms in advance if you wish to stay with one of the large chains. All these cities are busy convention centres and while rooms are probably available most of the time, there are bound to be travellers who choose to visit them during some get-together and find there is not a spare bed in town. Luxury hotels are really available only in the major cities and start at about \$100 a night. Many are now owned by the large chains and the standard of accommodation is usually as high as will be found in most parts of the world. One local chain worth considering in the St Louis area is Breckenridge where the more expensive rooms, in the \$70 a night category, are exceptionally comfortable.

Package holidays to New Orleans are coming on to the market and will increase in number with British Airways' new route in the spring. You will probably want to travel out of the city rather than spend a whole two weeks there, however, so budget accordingly.

David Hewson

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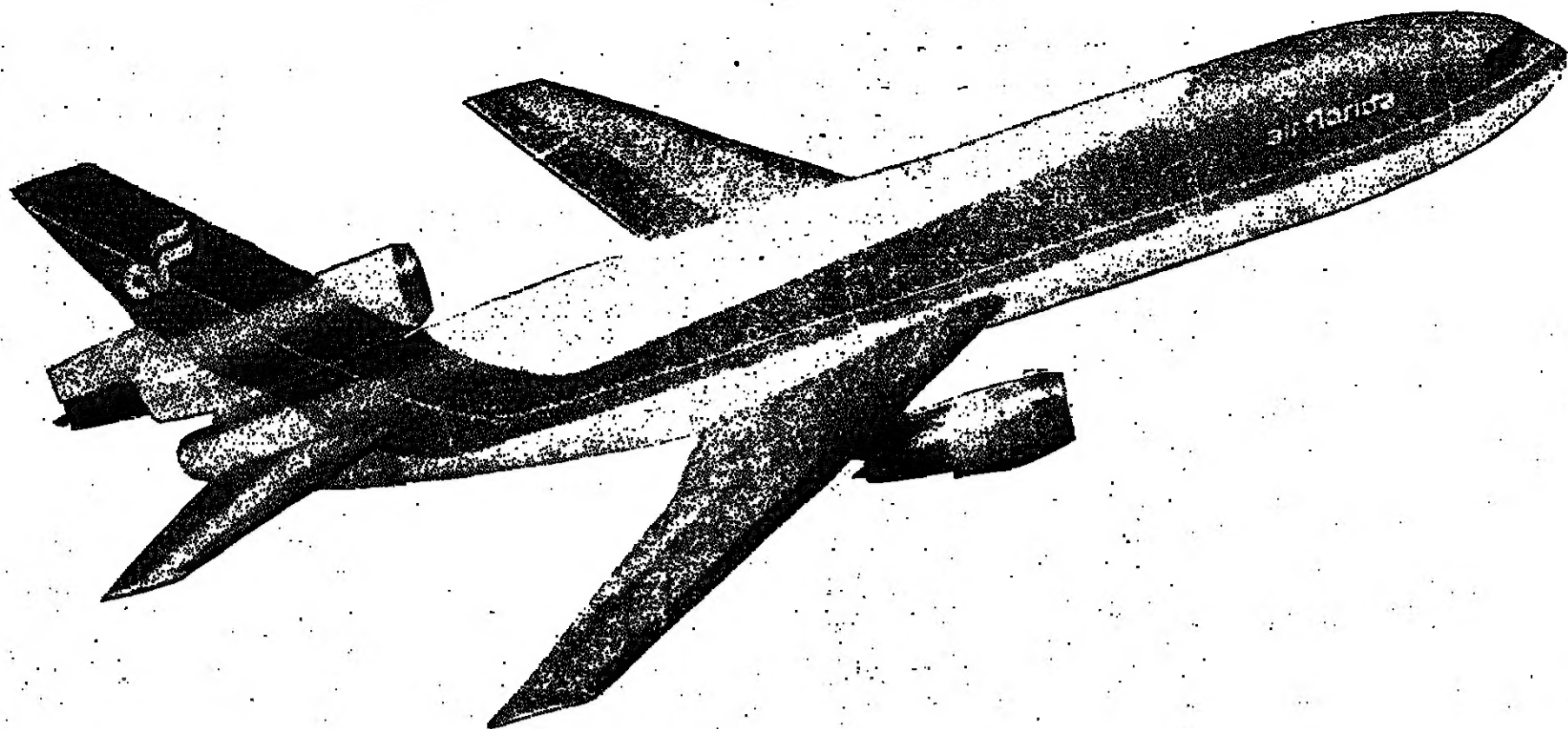
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